

# The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4265.

日七十月五年九十二緒光

FRIDAY, JUNE 12, 1903.

五拜禮

號二十月六年英港香

\$30 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

### THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED ..... Yen 24,000,000  
CAPITAL PAID-UP ..... " 18,000,000  
CAPITAL UNCALLED ..... " 6,000,000  
RESERVE FUND ..... " 9,000,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKYO. KOBE.  
NAGASAKI. LONDON.  
LYONS. NEW YORK.  
SAN FRANCISCO. HONOLULU.  
HANKOW. SHANGHAI.  
TIENTSIN. NEWCHANG.  
PEKING.

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LD.  
PARIS BANK, LD.  
THE UNION OF LONDON AND  
SMITHS BANK, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent  
per Annum on the Daily Balance.  
On fixed deposits for 12 months at 5 per cent.

TAKO HODSUMI,  
Manager.

Hongkong, 11th March, 1903. [10]

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000  
RESERVE FUND ..... \$10,000,000  
Sterling Reserve ..... \$5,000,000  
Silver Reserve ..... \$5,000,000  
RESERVE LIABILITY OF PROPRIETORS, \$10,000,000

COURT OF DIRECTORS:  
A. J. RAYMOND, Esq., Chairman.  
H. E. TOMKINS, Esq., Deputy Chairman.  
Hon. C. W. DICKSON, Esq., Hon. R. S. SHEWAN, Esq.  
E. GOSZ, Esq., Hon. R. S. SHEWAN, Esq.  
G. H. MEDHURST, Esq., N. A. SIEBS, Esq.  
C. MICHAEL, Esq., H. W. SLADE, Esq.  
H. SCHUBART, Esq.

CHIEF MANAGER:  
Hongkong—J. R. M. SMITH  
Shanghai—H. M. BEVIS  
LONDON BANKERS: LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent  
per Annum on the daily balance.

For 3 months, 4 per cent per annum.  
For 6 months, 4 per cent per annum.  
For 12 months, 4 per cent per annum.

J. R. M. SMITH,  
Chief Manager.

Hongkong, 14th May, 1903. [13]

### HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted  
by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be  
obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER  
CENT. per annum.  
Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 1st May, 1903. [14]

### THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital ..... \$1,000,000  
Paid up Capital ..... \$324,374

HEAD OFFICE—HONGKONG.

Board of Directors:  
Chan Kit Shan, Esq., J. Scott Harston, Esq.  
Chow Tung Shing, Esq., J. Laus, Esq.  
GEO. W. F. PLAYFAIR,  
Chief Manager.

Interest for 12 months Fixed ..... 5%  
Hongkong, 12th May, 1903. [15]

### THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL ..... Sh. Tael 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:  
Berlin. Calcutta. Hankow.  
Tientsin. Tsingtau (Kiautschou).

LONDON BANKERS:  
Messrs. N. M. ROTHSCHILD & SONS,  
UNION OF LONDON AND SMITHS BANK, LTD.  
DEUTSCHE BANK (BERLIN), LONDON AGENCY  
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.  
DEPOSITS received on terms which may be  
learned on application. Every description of  
Banking and Exchange business transacted.

H. FIGGE,  
Manager.

Hongkong, 4th October, 1902. [16]

### HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 11th November, 1900. [19]

## Mails.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS. TO SAIL ON REMARKS.

YOKOHAMA, VIA SHANGHAI. CEYLON ..... About 13th June } Freight or  
HAI, MOJI and KOBE ..... C. D. Bennett, R.M.R. } Passage.  
(Passing through the Inland Sea)

LONDON, &c. CHUSAN ..... Noon, 20th June } See Special  
W. W. Cooke ..... } Advertisement.

SHANGHAI ..... BALLARAT ..... About 19th June } Freight or  
F. R. Summers ..... } Passage.

For Further Particulars, apply to

E. A. HEWITT, Superintendent.

Hongkong, 6th June, 1903.

### IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

HAMBURG-AMERIKA LINIE.

STEAM FOR  
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;  
ALSO  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,  
AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and at SOUTHAMPTON to land Passengers  
and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG  
(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES  
STUTTGART ..... SATURDAY, 13th June  
ROON ..... THURSDAY, 25th June  
PREUSSEN ..... THURSDAY, 9th July  
HAMBURG ..... THURSDAY, 23rd July  
PRINZ HEINRICH ..... THURSDAY, 6th August  
SACHSEN ..... THURSDAY, 20th August  
KLAUSCHOU ..... THURSDAY, 3rd September  
HAYERN ..... THURSDAY, 17th September.

\* Steamers of the Hamburg-Amerika Linie.

ON SATURDAY, the 13th day of JUNE, 1903, at the Steamship "STUTTGART,"  
of the NORDDEUTSCHER LLOYD, Captain P. Grosch, with MAILED  
PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at  
NAPLES and GENOA.

Shipping Orders will be granted till NOON, on THURSDAY, the 11th June, Cargo and  
Specie will be received on Board until 5 P.M., on FRIDAY, the 12th June, and Parcels  
will be received at the Agency's Office until NOON, on FRIDAY, the 12th June.  
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50  
and Parcels should not exceed Two Feet Cubic in Measurement.  
The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.  
Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS. [563c]

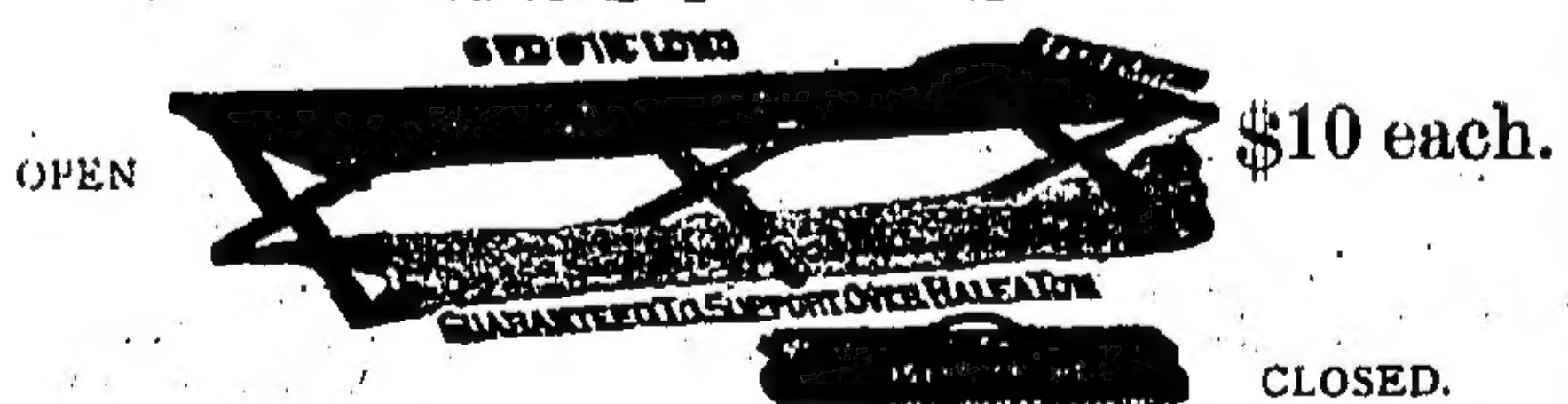
Hongkong, 11th June, 1903.

## Intimations.

### LANE, CRAWFORD & CO.

SLEEP!!

COOL REFRESHING SLEEP  
OBTAINED BY USING  
FOLDING CANVAS CAMP  
BEDSTEADS.



The Most Portable Camp Bedstead ever made.

LANE, CRAWFORD & CO.

Hongkong, 20th June, 1903. [733c]

### GO TO THE KOWLOON HOTEL, KOWLOON.

R. F. DALY,  
Manager.

J. W. OSBORNE,  
Proprietor.

### MACAO HOTEL

(Late HING KEE HOTEL).

This FAVOURITE and LONG ESTABLISHED Hotel is situated on the SEA-FRONT  
commanding a MAGNIFICENT VIEW of the Harbour and adjacent islands, and is open to  
the COOL SOUTHERLY BREEZES in Summer.  
The BED-ROOMS are LARGE, COOL, AIRY, WELL-VENTILATED and HAND-  
SOMELY FURNISHED. The CUISINE is EXCELLENT and under direct EUROPEAN  
supervision.  
PIC-NIC, SHOOTING or BOATING parties specially catered for. A commodious and  
comfortable stern-wheel MOUSE-BOAT, with sleeping accommodation for six passengers and  
EVERY CONVENIENCE, is provided for the use of visitors AT REASONABLE RATES.  
A MILITARY BAND PLAYS in the Garden, close to the Hotel, three times a week.  
SEA BATHING.

STEAMERS to and from Macao, every MORNING and AFTERNOON.

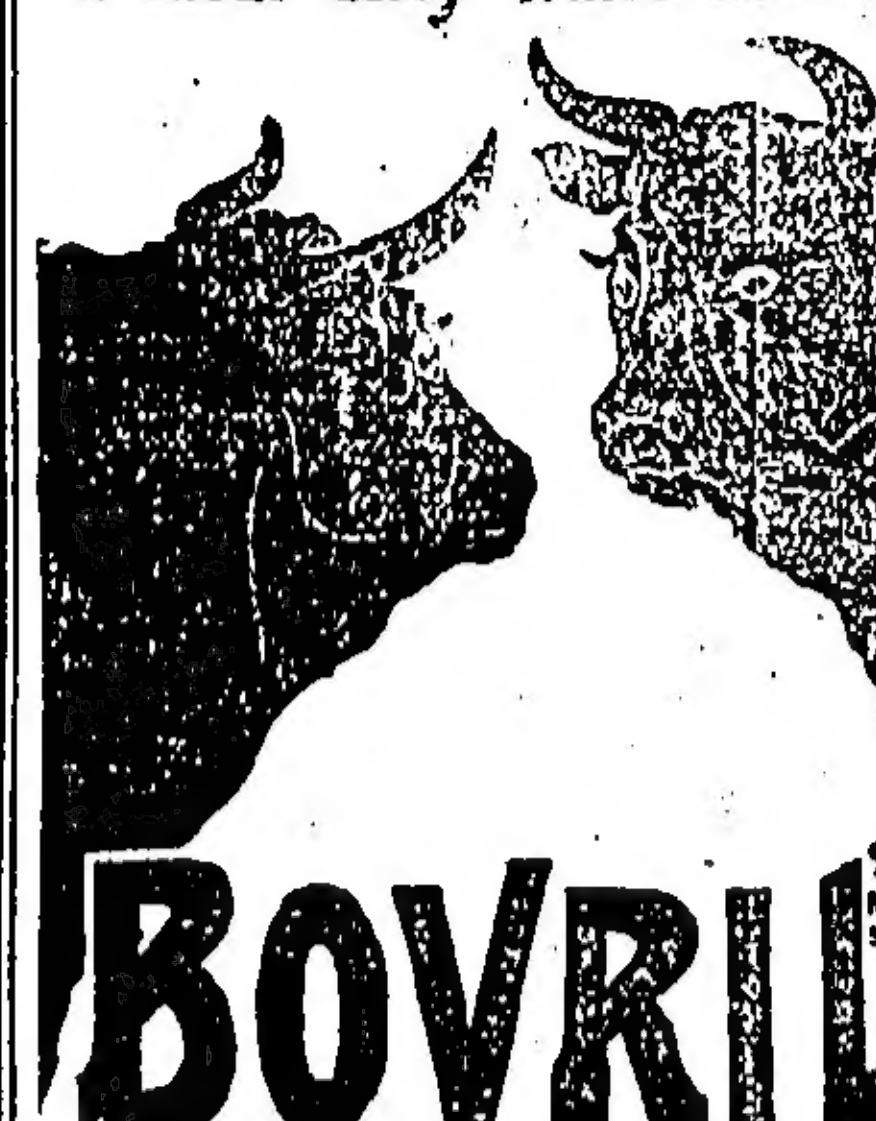
W. L. FARMER,  
Proprietor.

E. G. JORDAN,  
Manager.

Hongkong, 6th June, 1903. [641a]

## Intimations.

"I hear they want more



Bovril

fortifies  
the system.

BOVRIL is  
an extremely palatable  
drink, and a stimulant  
that has no bad after-  
effects. It is also a  
replacer of 'used-up'  
tissue and energy;  
while it enables the  
system to endure  
fatigue and to repel  
disease.

JAPAN



COALS.

### THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.  
LONDON BRANCH:—34, LIME STREET, E.C.  
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,  
Shanghai, Chefoo, Tientsin, Newchwang, Fort Arthur, Seoul, Chemulpo, Yokohama,  
Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoseki, Moji, Wakamatsu,  
Karatsu, Nagasaki, Kuchinotsu, Sasebo, Milke, Hakodate, Taipeh, etc.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State  
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and  
Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and  
SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura,  
Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yonokibara and other Coals.  
N. INUZUKA, Manager, Hongkong.

### THE DISTILLERS Co., LIMITED.

GIN. WHISKY.  
D. C. L.  
"OLD TOM" Per Doz. - \$16.50  
"DRY" Per Doz. - \$9.00

SOLE AGENTS:

H. PRICE & Co.,

12, Queen's Road.

Hongkong, 26th January, 1903. [952c]

### CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1864.

HONGKONG ..... 16 Queen's Road.

SHANGHAI ..... 4 Foochow Road.

SINGAPORE ..... Raffles Quay.

GLASGOW ..... St. Enoch's Square.

LONDON ..... Rangoon Street, Crutched Friars.

AGENCIES:—In principal ports of China, the Philippines  
and Straits Settlements.

Hongkong, 26th May, 1903. [22]

### OCCIDENTAL HOTEL

(ELGIN ROAD, KOWLOON.)

CODE ADDRESS: "YOSEMITE."

35 BEDROOMS EXCELLENTLY FURNISHED. BATH TO EACH ROOM.  
DINING ROOM AND CUISINE UNDER STRICT SUPERVISION.

EUROPEAN AND AMERICAN WINES, SPIRITS AND BEERS.

POOL AND BILLIARDS.

ENGLISH, AMERICAN, AND MANILA NEWSPAPERS IN FILE.

TERMS:—\$4.00 to \$7.00 per day. \$65 to \$120 per month.

Hongkong, 5th May, 1903. [555c]

### MARLBOROUGH HOUSE

31, 32, 40 and 41, NORTH SOOCHOW ROAD.

PLEASANT AND CENTRAL SITUATION, FACING SOUTH.

THIS HIGH-CLASS BOARDING ESTABLISHMENT has Well-furnished Rooms by  
the Day or Month.

Telegraphic Address: "MARLBOROUGH." Telephone: No. 560.

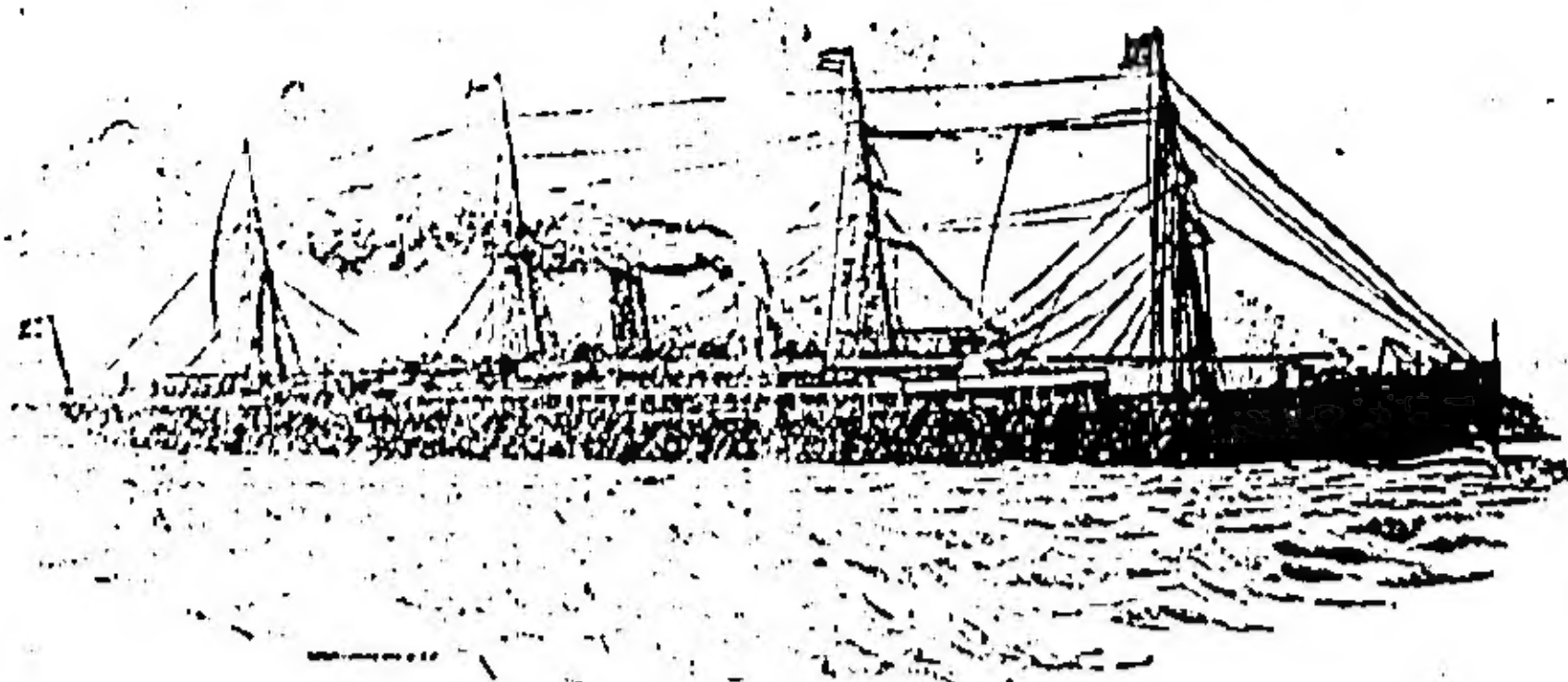
Shanghai, 6th June, 1903. [674c]

Mrs. NAZER,  
Manager.



## Mails.

## U.S. MAIL LINES.



TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG.

"DORIC"	TUESDAY, 16th June, at Noon.
"NIPPON MARU"	WEDNESDAY, 24th June, at Noon.
"SUNRISE"	THURSDAY, 7th July, at Noon.
"COAST GUARD"	SATURDAY, 11th July, at Noon.
"AMERICA MARU"	TUESDAY, 21st July, at Noon.
"KOREA"	THURSDAY, 28th July, at Noon.
"GABRIEL"	TUESDAY, 4th August, at Noon.
"HONGKONG MARU"	FRIDAY, 14th August, at Noon.
"CHINA"	SATURDAY, 22nd August, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

The O. & O. Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, PANAMA, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 16th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding Orders to EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 10th June, 1903.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPRESS" Twin Screw Steamships—8,000 Tons—10,000 Horse Power—Speed 19 Knots

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF INDIA"	5,000 Tons	WEDNESDAY, 14th June.
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, 15th July.
"TANTAR"	4,125	WEDNESDAY, 22nd July.
"EMPRESS OF CHINA"	6,000	WEDNESDAY, 5th August.
"ATHENIAN"	3,882	WEDNESDAY, 12th August.
"EMPRESS OF INDIA"	6,000	WEDNESDAY, 26th August.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, "TANTAR" and "ATHENIAN" 14 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 13th March, 1903.

## HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passengers.
STRASSBURG	HAVRE and HAMBURG.	20th June.	Freight and Passengers.
Madsen	(Calling at SINGAPORE and PENANG.)		
SUEVIA	HAVRE, BREMEN and HAMBURG.	1st July.	Freight.
Borck	(Calling at SINGAPORE and COLOMBO.)		
NURNBERG	HAVRE and HAMBURG.	15th July.	Freight.
Jaburg	(Calling at SINGAPORE and PENANG.)		
WURZBURG	HAVRE and HAMBURG.	29th July.	Freight and Passengers.
v. Binzer	(Calling at SINGAPORE and COLOMBO.)		
BADENIA	HAVRE and HAMBURG.	12th August.	Freight.
Rorden	(Calling at SINGAPORE and PENANG.)		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Building.

Hongkong, 5th June, 1903.

## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons	Captain H. D. Jones.
"POWAN"	2,338 "	" G. F. Morrison, R.N.R.
"FATSHAN"	2,260 "	" A. V. Dixon.
"HANKOW"	3,073 "	" C. J. Lloyd.
"KINSHAW"	2,566 "	" J. J. Lobus.

Departures from Hongkong to Canton daily at about 7 A.M., 10 A.M. and 6 P.M. except Saturdays at 7 A.M. and 10 A.M. and Sundays at 6 P.M. only.

Departures from CANTON to Hongkong daily at about 8 A.M., 2 P.M. and 5.30 P.M. (Sundays excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule. } Sunday Do. from Macao to Hongkong daily at about 7.30 A.M. } excepted.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,19 tons, Captain T. Hamlin. This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "NANNING," 563 tons, Captain R. D. Thomas.

"SAINAM," 588 " B. Branch. One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel. Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 9th May, 1903.

## Intimations.

GREEN ISLAND CEMENT COMPANY, LIMITED.

## PORTLAND CEMENT.

In Casks of 37½ lbs. Net \$5.00 per Cask ex Factory.

In Bags of 250 lbs. Net \$3.00 per Bag ex Factory.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 13th May, 1903.

WHAT IS



1st June, 1903.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.

Hongkong, 14th May, 1903.

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

Price \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—SIEMSEN & CO.

Hongkong, 10th January, 1903.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

20, QUEEN'S ROAD, Watson's Building.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEVES' FLUID.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

11, Robinson, 21st March, 1903.

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, AND OPTICIANS.

CHARTS AND BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES, No. 14 & 16, Queen's Road Central.

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## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573e]

## JUST RECEIVED SHIPMENT

### H. J. HEINZ & CO'S

CELEBRATED

PICKLES AND PRESERVES AND THEIR OTHER

57

### "GOOD THINGS"

KNOWN ALL THE WORLD OVER. UNEQUALLED FOR TASTE AND QUALITY.

HEINZ'S SWEET PICKLES } cannot be surpassed.  
HEINZ'S APPLE BUTTER }  
HEINZ'S BAKED BEANS }

TRY HEINZ'S AND YOU WILL HAVE NO OTHER.

CAN BE OBTAINED AT YOUR GROCERS.

DANG CHEE SON & CO.,

SOLE AGENTS, SOUTH CHINA (Wholesale dealers only).

Hongkong, 4th May, 1903.

[553e]

## HOTEL CRAIGIEBURN,

PRINCE'S GAP, THE PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[1]

## THE CONNAUGHT HOUSE, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

[1339c]

## INCANDESCENT GAS LIGHT.

The attention of consumer is drawn to the fact that the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH CO.,

VIENNA,

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,

CONNAUGHT HOUSE.

954c]

## Insurance.

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN

Ice-House Road.

Is now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICE in the Colony or in any part of the Far East.

GROUPS AND VIEWS

at a low price.

Hongkong, 22nd September, 1902.

THE HONGKONG STUDIO.

PHOTOGRAPHER, CRAYON PORTRAIT PAINTER, ETC.

PHOTOGRAPHY in all its Branches.

Groups and Interiors a Speciality.

Large Selection of Views.

TOP STORIES, 41 and 43, QUEEN'S ROAD, CENTRAL, Hongkong.

Hongkong, 20th December, 1902.

1339d

## DENTISTRY.

SUI SANG,

(Lately Practising with Dr. I. SAKATA),

DENTIST,

No. 24, Connaught Road Central.

Hongkong, 9th February, 1903.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1903.

[3]

613c]

613c]

613c]



THE CAUSE OF KAKKE AND  
PLAGUE.

With reference to an article in a recent issue of the Kobe Chronicle on the cause of the Japanese disease, kakke, a correspondent, who signs himself "A theorist," writes to say that he has long been convinced that both kakke and plague are diseases closely connected with the condition of the grain used as food. Curiously enough, on the day our article on the subject appeared, the correspondent (a local resident) had just sent a letter on a similar subject to a Calcutta paper, which is now forwarded to us as a matter of interest, and from which we have pleasure in quoting as follows:—

"I have long been convinced that plague is directly connected with grain food, and after reading articles in the Quarterly Review on 'The Plague' in No. 888, dated October 1901, and on 'Plague and its Discoveries' in No. 366, dated April 1902, I was convinced that plague in a few words is a disease of ferment—*in the food*—and that if not actually set up by the action of the grain (in its essence) attacks more virulently persons and animals eating bad grain and is without doubt a pestilence propagated in the bodies of grain-fed people and animals."

"Is it not a fact that the worst outbreaks of plague occur amongst people too poor to buy any but the lowest quality of grain food, and unable to purchase the usual accessories which the laws of nature have decreed should be eaten with grain food (generally salted things of one sort or another)?"

"In Japan *heri-heri*, to my mind a kindred disease to plague, is pretty well accepted to be a rice-food disease and has been practically stamped out of the Army and Navy by a change of diet; also in the Straits last year an increase in *heri-heri* amongst the lower classes was ascribed by a leading medical authority there to the consumption of imported rice (doubtless more or less damaged in transit). In the article in the Quarterly Review referred to, the plague in Bombay is stated to have first broken out and for a time to have been almost confined to the Mandvi quarter, a crowded and insanitary district lying alongside the harbour, full of large granaries where ships discharge their grain; and I would suggest that the virulence of plague in Bombay and the comparative immunity of Calcutta may be from the fact that the former is more of an import depot for rice. The article further states: 'The connection of rats with plague is so general as to be evidential. It is found on examination that the disease they die of is actually plague, and that their bodies are swarming with plague bacilli. They have been found dead in warehouses—especially granaries.'

"I would suggest that the crusade against rats should be specially directed against grain-fed ones—I do not approve of a wholesale stamping out of this scavenging species, and that whenever plague has been found in the bodies of rats their source of food should be traced as far as possible."

"As regards the prevention of plague epidemics and all disease amongst people, the first and foremost is to provide them with sufficient sound food to sustain life. What is the use of cleanly surroundings if the animal is allowed or even forced to eat foul food, especially food in a more or less advanced stage of fermentation?"

"I would have the storage and sale of grain foods supervised with the object of allowing only sound grain to be used for food, and the consumption of salt (pure or in the form of salt fish, &c.) should be encouraged amongst grain-fed people."

"The reason that Ceylon has been free from plague and also the tea plantations in India I ascribe in some degree to the fact that the rice for the estates is kept up to a good standard under terms of the labour contracts."

The correspondent also says that if the experiments on rice food referred to in our article are continued he would suggest that in relation to them the theory that the diseases of kakke and plague may be processes of fermentation might be borne in mind with advantage. In the issue of *Herbert's Magazine* for April he noticed in an article on "Physiological Immunity" the words, "It was I & for a French chemist, Louis Pasteur . . . to reveal that disease is essentially a fermentation."

Finally the correspondent ventures to differ from the learned Tokyo doctor's opinion that "the change of diet has had no direct influence in ridding the Japanese Navy of kakke." To his mind the change of diet simply gave the germs a less congenial soil to develop in.

ENTERIC FEVER AND COLD-  
WATER BATHS.

Captain Primrose, I.M.S., tells in the *Indian Medical Gazette* how lives can be saved in cases of fever by the free use of the cold-water bath. He shows how, in almost all cases of fever, relief can be obtained and the temperature lowered without danger by pouring water, first tepid and then colder and colder, out of a jug over the patient as he lies on a common string charpoy, ice being, when necessary, put into the water to make it cold enough. In his own case, when he was down with enteric in Burma, it was used with great success and without hesitation whenever his temperature reached 102°. Many lives, he considers, which might otherwise be saved are lost on account of its not being generally known how easy of application is this method of treatment. The occurrence of shivering will show, at once, if it is overdone. It is said to be an ascertained fact that the use of cold water bathing has reduced the mortality in enteric cases at least fifty per cent.

ASK FOR ASAHI JAPANESE BEER—  
G. G. Gault.

## Auction.

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by  
PUBLIC AUCTION,  
FOR ACCOUNT OF THE CONCERNED,  
TO-MORROW  
(SATURDAY), the 13th June, 1903,  
at 2.30 P.M.,  
at their  
SALES ROOMS, No. 8, Des Vaux Road,  
Corner of Ice House Street,  
A QUANTITY OF  
MADE-UP WHITE and FLANNEL  
CLOTHING, WHITE and COLOURED  
SHIRTS, BOOTS, SHOES and HATS,  
&c., &c.  
TERMS:—As usual.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 11th June, 1903. [6922]

## Consignees.

THE PORTLAND AND ASIATIC  
STEAMSHIP COMPANY.  
NOTICE TO CONSIGNEES.  
S.S. "INDRASAMHA,"  
FROM PORTLAND (OR), YOKOHAMA,  
KOBE AND MOJI.

THE above steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature and to take immediate delivery of their goods from alongside.  
Cargo intended for the discharge of the vessel will be landed and stored at Consignees' risk and expense.  
No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON,  
General Agent.  
Hongkong, 6th June, 1903. [12666]

## NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.  
FROM MIDDLESBRO, ANTWERP,  
LONDON AND STRAITS.

THE Steamship  
"GLENLOCHY,"  
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.  
Goods not cleared by the 15th inst. will be subject to rent.  
No Fire Insurance will be effected.  
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.  
MCCREGOR BROS. & CO.,  
Agents.  
Hongkong, 8th June 1903. [679]

## "INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.  
FROM NEW YORK VIA SUEZ CANAL.  
THE Company's Steamship  
"INDRAWADI,"  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.  
Goods not cleared by the 15th instant, at 10 A.M., will be subject to rent.  
No Fire Insurance will be effected.  
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.  
JARDINE, MATHESON & Co.,  
Agents.  
Hongkong, 8th June, 1903. [6812]

OCCIDENTAL AND ORIENTAL STEAM-  
SHIP COMPANY.

NOTICE.  
CONSIGNEES OF CARGO per Steamship  
"DORIC,"  
are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns Nos. 1 and 2, at Kennedy Town, (Marine Lot 243) and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.  
Goods remaining unclaimed after the 15th instant will be subject to rent.  
All Claims must be sent in to me on or before the 18th instant or they will not be recognised.  
No Fire Insurance has been effected.  
E. W. TILDEN,  
Agent.  
Hongkong, 8th June, 1903. [1]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship  
"CEYLON,"  
FROM ANTWERP, LONDON, PORT SAID,  
SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.  
Optional Goods will be landed here unless instructions are given to the contrary before 10 A.M. TO-MORROW.  
Goods not cleared by the 15th instant, at 4 P.M., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.  
All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.  
No Claims will be admitted after the Goods have left the Godowns.  
E. A. HEWETT,  
Superintendent.  
Hongkong, 11th June, 1903. [4]

## NOTICE.

THE P. & O. S. N. Co.'s Steamship  
"CEYLON,"  
FROM ANTWERP, LONDON, PORT SAID,  
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Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.  
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E. A. HEWETT,  
Superintendent.  
Hongkong, 11th June, 1903. [4]

## NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.  
THE MANAGER,  
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Hongkong, 14th January, 1904.

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THE MANAGER,  
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## Consignees.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship  
"MASSILIA,"  
FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.  
This vessel brings on Cargo:—  
From London, &c., ex S.S. *Oceana*.  
From Persian Gulf, ex R.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.  
Goods not cleared by the 11th instant, at 4 P.M., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.  
All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.  
No claims will be admitted after the Goods have left the Godowns.  
E. A. HEWETT,  
Superintendent.  
Hongkong, 4th June, 1903. [4]

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## Intimation.

## THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,  
HONGKONG.

CABLE ADDRESS:—*Telegraph*, Hongkong.

## THE leading English Newspaper in China

Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

## ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

## ADVERTISEMENT RATES.

(per inch.)

One week,.....	3 25
One month,.....	7 25
Two months,.....	13 00
Three ".....	20 00
Six ".....	37 50
Twelve ".....	73 00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts,.....	5 per cent.
6 ".....	10 "
12 ".....	25 "

## DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages. 5s each insertion in the Daily and Weekly.

## CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the *Hongkong Telegraph* Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

## JOB PRINTING DEPARTMENT.

Job Printing of all descriptions undertaken.

## PROGRAMMES.

## PAMPHLETS.

## CARDS.

## CIRCULARS.

## EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH  
OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,  
HONGKONG TELEGRAPH CO., LTD.  
1, Ice House Road,  
Hongkong.

## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SADO MARU	MARSEILLES, LONDON & ANT.	SATURDAY, 13th June, at Daylight.
S. J. G. Parsons	WERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	TUESDAY, 16th June, at Noon.
BOMBAY MARU	BOMBAY, VIA SINGAPORE and COLOMBO	TUESDAY, 16th June, at 4 P.M.
T. Mural	VICTORIA, B.C. and SEATTLE, U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	WEDNESDAY, 17th June, at Noon.
SHINANO MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 19th June, at Daylight.
W. Thompson	HAMA	FRIDAY, 19th June, at 4 P.M.
YAWATA MARU	KOBE and YOKOHAMA	THURSDAY, 25th June, at Noon.
A. E. Moses	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY	
W. Townsend	TOWNSVILLE and BRISBANE	
KUMANO MARU	KOBE	
E. W. Haswell		
KINSHU MARU		
P. L. Payne		

\* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

T. S. TAKAYANAGI  
Acting Manager.

Hongkong, 9th June, 1903.

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS-POSTE FRANCAIS.

## NOTICE.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, BOMBAY, ADEN, EGYPT,  
MARSEILLES, MEDITERRANEAN  
AND BLACK SEA PORTS,  
LONDON, HAVRE, BORDEAUX;  
ALSO  
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 16th June, 1903, at 8 A.M., the Company's Steamship "OCEANIAN," Captain Guignes, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via BOMBAY.

This Steamer connects at COLOMBO with the s.s. *Australier*, which vessel takes on her the Passengers and Mails leaving that Port on the 28th June, 1903, Direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 15th June, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Passengers are not to be sent on board, they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G.



THE CAUSE OF KAKKE AND  
PLAGUE.

With reference to an article in a recent issue of the *Kobe Chronicle* on the cause of the Japanese disease, kakke, a correspondent, who signs himself "A theorist," writes to say that he has long been convinced that both kakke and plague are diseases closely connected with the condition of the grain used as food. Curiously enough, on the day our article on the subject appeared, the correspondent (a local resident) had just sent a letter on a similar subject to a Calcutta paper, which is now forwarded to us as a matter of interest, and from which we have pleasure in quoting as follows:—

"I have long been convinced that plague is directly connected with grain food, and after reading articles in the *Quarterly Review* on 'The Plague' in No. 888, dated October 1901, and on 'Pasteur and his Discoveries' in No. 366, dated April 1901, I feel certain that plague in a few words is a product of ferment in the food of animals. Further, that if not actually set up by the consumption of bad grain (in rats especially), it attacks nine-eighths persons and animals eating bad grain and is without doubt most easily propagated in the bodies of grained people and animals."

"It is not a fact that the worst outbreaks of plague occur amongst people too poor to buy any but the lowest quality of grain food, and unable to purchase the usual accessories which the laws of nature have decreed should be eaten with grain food (generally salted things of one sort or another)."

"In Japan, however, to my mind a kindred disease to plague, is pretty well accepted to be a rice-food disease and has been practically stamped out of the Army and Navy by a change of diet; also in the Straits last year an increase in beri-beri amongst the lower classes was ascribed by a leading medical authority there to the consumption of imported rice (doubtless more or less damaged in transit). In the article in the *Quarterly Review* referred to, the plague in Bombay is stated to have first broken out and for a time to have been almost confined to the Mandvi quarter, 'a crowded and insanitary district lying alongside the harbour, full of three granaries where ships discharge their grain,' and I would suggest that the virulence of plague in Bombay and the comparative immunity of Calcutta may be from the fact that the former is more of an import depot for rice. The article further states: 'The connection of rats with plague is so general as to be evidential. It is found on examination that the disease they die of is actually plague, and that their bodies are swarming with plague bacilli. They have been found dead in warehouses—especially granaries.'"

"I would suggest that the crusade against rats should be specially directed against grained ones—I do not approve of a wholesale stamping out of this scavenging species, and that, whenever plague bacilli be found in the bodies of rats their source of food should be traced as far as possible."

"As regards the prevention of plague epidemics and all disease amongst people, the first and foremost is to provide them with sufficient sound food to sustain life. What is the use of clean surroundings if the animal is allowed or even forced to eat foul food, especially food in a more or less advanced stage of fermentation?"

"I would have the storage and sale of grain foods supervised with the object of allowing only sound grain to be used for food, and the consumption of salt (pure or in the form of salt fish, &c.) should be encouraged amongst grained people."

"The reason that Ceylon has been free from plague and also the tea plantations in India I ascribe in some degree to the fact that the rice for the estates is kept up to a good standard under terms of the labour contracts."

The correspondent also says, that if the experiments on rice food referred to in our article are continued he would suggest that in relation to them the theory that the diseases of kakke and plague may be processes of fermentation might be borne in mind with advantage. In the issue of *Harper's Magazine* for April he noticed in an article on "Physiological Immunity" the words, "It was I for a French chemist, Louis Pasteur, to reveal that disease is essentially a fermentation."

Finally the correspondent ventures to differ from the learned Tokyo doctor's opinion that "the change of diet has had no direct influence in ridding the Japanese Navy of kakke." To his mind the change of diet simply gave the germs a less congenial soil to develop in.

ENTERIC FEVER AND COLD-  
WATER BATHS.

Captain Primrose, I.M.S., tells in the *Indian Medical Gazette* how lives can be saved in cases of fever by the free use of the cold-water bath. He shows how, in almost all cases of fever, relief can be obtained and the temperature lowered without danger by pouring water, first tepid and then colder and colder, out of a jug over the patient as he lies on a common string charpoy, ice being, when necessary, put into the water to make it cold enough. In his own case, when he was down with enteric in Burma, it was used with great success and without hesitation whenever his temperature reached 102°. Many lives, he considers, which might otherwise be saved are lost on account of its not being generally known how easy of application is this method of treatment. The occurrence of shivering will show, at once, if it is overdone. It is said to be an ascertained fact that the use of cold water bathing has reduced the mortality in enteric cases at least fifty per cent.

ASK for ASAHI JAPANESE BEER—  
G. Grant.

## Auction.

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by  
**PUBLIC AUCTION,**  
FOR ACCOUNT OF THE CONCERNED,  
TO-MORROW  
(SATURDAY), the 13th June, 1903,  
at 2.30 P.M.,  
at their  
SALES ROOMS, No. 8, Des Voeux Road,  
Corner of Ice House Street,  
A QUANTITY OF  
MADE-UP WHITE and FLANNEL  
CLOTHING, WHITE and COLOURED  
SHIRTS, BOOTS, SHOES and HATS,  
&c., &c.,  
TERMS—As usual.  
**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, 11th June, 1903. [692e]

## Consignees.

THE PORTLAND AND ASIATIC  
STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

S.S. "INDRASAMHA,"  
FROM PORTLAND (OR), YOKOHAMA,  
KOBE AND MOJI.

THE above steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature and to take immediate delivery of their goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON,  
General Agent.

Hongkong, 6th June, 1903. [1266c]

## NOTICE TO CONSIGNEES.

## "GLEN" LINE OF STEAMERS.

FROM MIDDLESBROUGH, ANTWERP,  
LONDON AND STRAITS.

THE Steamship

"GLENLOCHY,"  
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 15th inst. will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

MCGREGOR BROS. & GOW.  
Hongkong, 8th June 1903. [679]

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA UEZ CANAL.

THE Company's Steamship

"INDRAWADI,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 15th instant, at 10 A.M., will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

JARDINE, MATHESON & Co.,  
Agents.

Hongkong, 8th June, 1903. [681e]

OCCIDENTAL AND ORIENTAL STEAM-  
SHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"DORIC,"

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns Nos. 1 and 2, at Kennedy Town, (Marine Lot 213), and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 15th instant will be subject to rent.

All Claims must be sent in to me on or before the 15th instant or they will not be recognised.

No Fire Insurance has been effected.

E. W. TILDEN,  
Agent.

Hongkong, 8th June, 1903. [1]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CEYLON,"

FROM ANTWERP, LONDON, PORT SAID,  
SUZEE AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 10 A.M., TO-MORROW.

Goods not cleared by the 15th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 11th June, 1903. [4]

## Consignees.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship  
"MASSILIA,"  
FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—  
From London, &c., ex S.S. *Oceana*.  
From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 11th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 4th June, 1903. [4]

## Entimations.

## VICTORIA RECREATION CLUB.

THE ANNUAL GENERAL MEETING  
will be held in the CLUB GYMNASIUM,  
Kowloon, on THURSDAY, the 18th instant,  
at 5.45 P.M.

FRANK W. WHITE,  
Hon. Secretary.

Hongkong, 11th June, 1903. [690e]

## GOVERNMENT NOTICE.

IT is hereby notified that the SALE of  
POSTAGE STAMPS at the STAMP  
OFFICE will be DISCONTINUED after the  
30th instant.

All such STAMPS for REVENUE purposes  
can be obtained at the GENERAL POST OFFICE.

A. M. THOMSON,  
Collector of Stamp Revenue.

Hongkong, 11th June, 1903. [693c]

THE  
ROBINSON  
PIANO  
Co., Ltd.

## END OF HIRING SEASON.

SECONDHAND Pianos to be Cleared  
out at the undernoted low prices.

GUARANTEED in excellent condition.

ORIGINAL PRICES \$450 to \$1,400.

WERNER ... .. \$400

NEEDHAM ... .. 380

DORNER ... .. 375

ROINSCH ... .. 400

SCHIEDMEYER ... .. 250

BORD ... .. 280

RACHALS (SEMI-GRAND) 700

H. & MULLER " " 350

and others of our own make at varying low prices.

Our stock of SMALL INSTRUMENTS  
and MUSIC is also being sold at greatly  
reduced prices at this season preparatory to  
our fresh stocks coming to hand.

Hongkong, 22nd May, 1903. [415e]

WHAT IS

*Kabuto*

1st June, 1903. [650e]

NOTICE.

THE Public are hereby informed that no  
change has been made in the Rates of  
Subscription to the *Hongkong Telegraph* and  
they are warned against paying more than  
TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,  
*Hongkong Telegraph Co., Ltd.*  
Hongkong, 14th January, 1904.

## Intimation.

## THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,  
HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China

Also widely circulated in Japan, Coshin  
China, Ceylon, India and the Far East

generally.

A daily newspaper with weekly edition  
published for despatch by the homeward mail

The daily is recommended as more generally  
suitable, except for subscribers in Europe or  
America.

A special feature is made of full and accur-  
ate reports of local occurrences, and of mat-  
ters of general interest.

ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best  
medium for advertising in China. It circulates  
largely among all classes of the community,  
is the largest daily newspaper and has a  
wider circulation than any journal in the Far  
East.

Special attention given to effectively display-  
ing advertisements.

The type used as a standard for setting  
advertisements is similar to this, unless we are  
instructed to display the advertisement, when  
any effective style of type will be adopted.

This standard runs exactly eight lines to the  
inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)

One week, ..... \$ 2.50

One month, ..... 7.20

Two months, ..... 13.00

Three " ..... 20.00

Six " ..... 37.50

Twelve " ..... 73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts, ..... 5 per cent.

6 " ..... 10 "

12 " ..... 25 "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages  
\$1 each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements  
can be ascertained from the Manager.

Advertisements for the Daily should reach  
the *Hongkong Telegraph* Office not later than  
noon of the day they are intended to appear.

Unless otherwise specified all advertisements  
will be repeated and charged for until counter-  
manded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES,

PAMPHLETS,

CARDS,

CIRCULARS,

EXPRESSES.

All job printing is done under European  
supervision, well turned out, free from errors,  
and remarkably cheap at

THE HONGKONG TELEGRAPH  
OFFICE.

Estimates given for all classes of work on  
application to

THE MANAGER,  
HONGKONG TELEGRAPH CO., LD.

1, Ice House Road,  
Hongkong.

11th June, 1903. [1116d]

NOTICE.

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change has been made in the Rates of  
Subscription to the *Hongkong Telegraph* and  
they are warned against paying more than  
TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,  
*Hongkong Telegraph Co., Ltd.*  
Hongkong, 14th January, 1904.

## Mails.

## NIPPON YUSEN KAISHA.

## (THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SADO MARU	MARSEILLES, LONDON & ANT- WERP, VIA SINGAPORE, BENANG, COLOMBO AND PORT SAID	SATURDAY, 13th June, at Daylight.
DUMBOUY MARU	DUMBOUY, VIA SINGAPORE and COLOMBO	TUESDAY, 16th June, at Noon.
SHINANO MARU	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KORE and YOKOHAMA	TUESDAY, 16th June, at 4 P.M.
YAWATA MARU	NAGASAKI, KOBE and YOKO- HAMA	WEDNESDAY, 17th June, at Noon.
SANUKI MARU	KOBE and YOKOHAMA	FRIDAY, 19th June, at Daylight.
KUMANO MARU	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 19th June, at 4 P.M.
KINSHU MARU	KOBE	THURSDAY, 25th June, at Noon.

\* Through Passenger Tickets issued for the Principal Cities in the United States, Canada  
and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.  
Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through  
Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's  
Local Branch Office in Prince's Building, 1st Floor, Chater Road.

T. S. TAKAYANAGI  
Acting Manager.

Hongkong, 9th June, 1903.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

## NOTICE.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, BOMBAY, ADEN, EGYPT,  
MARSEILLES, MEDITERRANEAN  
AND BLACK SEA PORTS,  
LONDON, HAVRE, BORDEAUX;

ALSO  
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 16th June, 1903,  
at 8 A.M., the Company's Steamship  
"OCEANIC," Captain Guignes, with Mails,  
Passengers, Specie and Cargo, will leave  
this Port for MARSEILLES, via BOMBAY.

This Steamer connects at COLOMBO with  
the s.s. *Australien*, which vessel takes on her  
Passengers and Mails leaving that Port on the  
25th June, 1903, Direct to Suez, Port Said and  
Marseilles.

Cargo and Specie will be registered for London  
as well as for Marseilles, and accepted in  
transit through Marseilles for the principal  
places of Europe.

Shipping Orders will be granted till NOON  
only on MONDAY, the 15th June, Specie  
and Parcels received until 4 P.M. on the same  
day. No Cargo will be received on board on  
TUESDAY.

Parcels are not to be sent on board, they  
must be left at the Agency's Office. Contents  
and Value of Packages are required.

For further Particulars, apply at the Com-  
pany's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 2nd June, 1903. [1004c]

NORTHERN PACIFIC STEAMSHIP  
COMPANY.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG,  
VIA  
SHANGHAI, INLAND SEA OF JAPAN,  
KOBE AND YOKOHAMA,  
FOR VICTORIA, B.C., AND TACOMA,  
IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY  
COMPANY.

Steamers, Tons, Captains, 1903.

*Olympia* ..... 2,837 J. Truebridge, June 24

*Tacoma* ..... 9,606 T. W. Garlick, June 30

*Tacoma* ..... 2,812 A. Dixon, July 6

*Victoria* ..... 3,502 J. Panton, Aug. 3

Steamers marked (\*) have no passenger  
accommodation.

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## Intimations.



A. S. WATSON &amp; CO., LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

## CLARETS.

	Per Case	Per Bottle
ST. ESTEPHE	8.00	9.00
ST. JULIEN	10.00	11.00
LA ROSE	13.50	14.50
CHATEAU HAUT		
BRION LARRIVET	20.00	22.00
CHATEAU MOUTON		
CHATEAU PONT	24.00	26.00
CANET	28.00	
CHATEAU LA TOUR		
CANET	33.00	
CHATEAU RAUZAN	48.00	
CHATEAU LAFITE	54.00	

These CLARETS are specially selected and obtained from the LEADING FRENCH GROWERS; they are of exceptional value and in fine condition.

CHATEAU LA TOUR CANET, CHATEAU RAUZAN AND CHATEAU LAFITE

are recommended to the notice of Connoisseurs as high-class after-dinner Wines.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON &amp; Co., LIMITED.

THE HONGKONG DISPENSARY.

TELEPHONE NO. 156.  
CABLE ADDRESS: "ACHEE," HONGKONG.  
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE &amp; CO.,

祥利廣

17A, QUEEN'S ROAD.

## FURNITURE DEALERS.

DRAWING-ROOM,  
DINING-ROOM,  
and BED-ROOM  
FURNITURE.

ELECTRO-PLATED,  
GLASS, and  
CHINA WARES.  
PASTEUR'S MICROBE-PROOF  
FILTERS,  
ROCHESTER LAMPS,  
WHITE TURKISH TOWELS,  
COUNTERPANES,  
COOKING RANGES,  
KITCHEN UTENSILS, and  
HOUSEHOLD REQUISITES.

## PHOTOGRAPHIC DEPARTMENT.

DEVELOPING and PRINTING  
UNDERTAKEN for AMATEURS.  
GOOD WORK.

PROMPT RETURN.

Hongkong, 8th July, 1902.

[728d]

CARMICHAEL AND CLARKE,

CONSULTING ENGINEERS AND  
SHIPBUILDERS,  
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.  
A. B. C. Code, 4th Edition.

A. 1 Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 20th March, 1903.

[1355e]

THE Beer to drink in the tropics is the Beer  
made in the tropics—SAN MIGUEL.

NOTICE.  
All communications intended for publication in  
the "HONGKONG TELEGRAPH" should be  
addressed to the Editor, 1, Lee Hing Road,  
and should be accompanied by the Writer's Name and  
Address.  
The Editor will not undertake to be responsible for  
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).  
DAILY—\$30 per annum.  
WEEKLY—\$12 per annum.  
The rates per quarter and per annum, proportional.  
The daily issue is delivered free when the address is  
accessible to messenger. On copies sent by post an  
additional \$1.50 per quarter is charged for postage.  
The postage on the weekly issue is for any part of the  
world \$1.50 per quarter.  
Single Copies: Daily, ten cents; Weekly, twenty-  
five cents.

MARRIAGE.  
On 2nd June, at St. Andrew's Cathedral, Singa-  
pore, R. BEGIN, ADJUSTOR, younger son of  
the late Rev. G. A. Odde, of Aston, Herts.,  
to Gertrude Constance, eldest daughter of H.  
G. YZELMAN, of Johore.

## The Hongkong Telegraph

HONGKONG, FRIDAY, JUNE 12, 1903.

## LOCAL AND GENERAL.

THE brother of the Sultan of Morocco has  
been poisoned.

Mr. W. H. Frizell has been elected chairman,  
and W. H. Shefford, deputy chairman, of the  
Singapore Chamber of Commerce.

A SUNKEN reef with 5 feet of water on it at low  
tide has been discovered near the Kanabuse  
buoy, northern entrance of Shimonoseki Strait.

LeMunyon will have another grand opening  
Day and a Souvenir day as well; watch the date.  
—Advt.

THE Tanjong Pinang Ice Company's factory  
at Penang is now completed and in working  
order. This makes the third ice installation  
there. The plant is capable of producing  
twenty tons of ice daily.

ON the 29th ult. a collision occurred between  
the Penang-owned steamers *Sweet Lok* and  
*Chay Tai* off Pulau Lankawi. The *Sweet Lok*  
sank, and some 19 out of her 45 passengers are  
reported to have been drowned.

FREEMASONS will be interested to learn that  
a complete history of Freemasonry in Penang  
and the Straits Settlements is in course of  
preparation by some gentlemen who are espe-  
cially qualified to undertake the work, says the  
*Straits Echo*.

ON the last trip of the s.s. *Mekong* from Saigon  
to Bangkok, a serious accident happened to her  
boiler, the furnaces having collapsed. She  
was, at latest advices, in the hands of the  
Bangkok Dock Company and her departure for  
Saigon has been delayed till the repairs are  
effected.

Le Courier Saigonais states that the Mes-  
sageries Fluviales de Cochinchine have under  
construction in French dockyard four ships.  
Three of them will have a tonnage of 5,200  
and will cost 3,070,080 francs each; the fourth  
will be a ship of 6,300 tons, which will cost  
5,719,520 francs.

Don't forget the chits for they will not go  
LeMunyon.—Advt.

A marriage has been arranged between Mr.  
Reginald George Watson, Acting Secretary to  
the Government of Perak, and Miss Sydney  
Presgrave, only daughter of Mrs Presgrave,  
formerly of Singapore. The marriage, however,  
will not take place for about two years owing  
to the youth of the fiancée.

JUTE cultivation has been taken in hand to  
some purpose in Tonquin by M. Duchemin.  
The Governor-General has just visited his  
plantations. H.E. is reported to be highly  
pleased with what he saw, especially with the  
signs that the cultivation of the fibre there is  
likely to spread very considerably.

THE annual Army report shows that the  
normal establishment in January was 936,450  
men and the actual strength 747,719. The  
regulars showed an excess of 40,275. Of the  
deficiency, 47,135 were in the army reserve;  
23,169 in the militia; 50,000 in the unformed  
militia reserve; and 95,460 in the volunteers.  
It is noteworthy that a recent report shows  
the deficiency in the reserves on the 1st May  
at only 16,000.

THE proposed railway from Tonquin into  
Yunnan has advanced another stage towards  
realization. The route traced at first proved  
to be impracticable and a new one has just  
been marked out which promises easier gra-  
dients and is much shorter. M. Beau, the Governor-  
General, has approved of the new plan, and it  
has been sent on to Paris to be laid before the  
French Government. Now that the survey  
work is over, a great many Chinese coolies  
engaged in it are out of employment. It is  
feared that want of work will drive them to  
crime.

MESSRS. Skinner and Noyes, the Transvaal  
Commission to inquire into the question of  
Chinese labour, have arrived in Singapore and  
will go up to the Native States in the course  
of a week. Their tour so far has been very  
successful. It will be the shaft and stone  
mining at Raub that will most nearly resemble  
the mining conditions in South Africa, says the  
*Singapore Free Press*, but from the alluvial tin  
mines they will be able to determine the power  
of the Chinese miner to move so much cubic  
bulk of earth per day—a valuable factor in  
considering the relative values and cost of  
Kaffir and Chinese labour.

We shall have a Souvenir Day soon, but you  
will have to pay us a personal visit as no chits  
will go. LeMunyon.—Advt.

THE Beer to drink in the tropics is the Beer  
made in the tropics—SAN MIGUEL.

Now look out for LeMunyon's new store advt.  
It is a beauty.—Advt.

THE breech of a Krupp gun burst on the battle-  
ship *Chinyuen* during gun practice on the 27th ult.,  
and several men were injured, one of whom  
died.

A FIRE broke out among some Bombay cotton  
in Mitsui Co.'s godowns at Kobe on the 29th ult.,  
doing damage to the extent of about ¥10,000,  
covered in the Yokokama Insurance Co.

THE *Japan Times* has been enlarged by the  
addition of one column in each page and two  
inches to each column, which is equivalent to  
an addition of 16 columns to the paper.

OVER thirty people were killed by a cloud  
bursting at Spartenburg on June 7. The place  
has a population of nearly sixty thousand on  
the line of the Southern Railway, U.S.A.

THE Russian Superintendent of Customs at  
Newchwang has prohibited foreigners who are  
not in possession of a health certificate signed  
by a Russian doctor from landing at New-  
chwang.

AN Imperial Decree, dated 6th inst., says  
Ching Yih, Provincial Judge-designate of  
Kwangtung, is commanded to proceed with all  
haste to his post and is excused from coming  
up to Peking for Imperial audience.

A SERIOUS epidemic of yellow fever is  
sweeping over Yucatan. All the cities are  
afflicted and the daily deaths run up into the  
hundreds. The population in many cities is  
panic stricken and business is at a standstill.

THE Rev. Thomas Hendrick has been appointed  
Archbishop for Manila in succession to  
Archbishop Montgomery, who declined on the  
grounds that he had been with his diocese for  
so many years that he thought he would ac-  
complish more by staying where he was.

A N. C. D. News correspondent hears that  
plans are now on foot for the erection of a hotel  
on the North Saddle. He says that if one is  
built it is almost certain to be a success, for  
good bathing and a mild temperature are things  
which the busy Shanghai workers will find it  
impossible to resist.

FROM the Hongkong Studio we have received  
a most excellent photograph of the bridal party  
taken at Government House last Monday. The  
portraits are exceptionally clear, and should  
prove one of the best mementoes of the occasion.  
Copies can be obtained from the Studio at 41  
and 43 Queen's Road Central.

THE *Cablenews* prints a cable of the 6th inst.  
from New York stating that the Marquis of  
Salisbury is seriously ill from a sickness resem-  
bling Bright's disease. The aged Marquis has  
been failing for some time past. His trouble  
has been attributed to advancing age. Of late  
more acute symptoms have manifested them-  
selves and the attending physicians have grave  
fears for the distinguished patient's recovery.

THE Hongkong correspondent of the N. C. D.  
*News* fancies that, in his scheme for a bridge  
to Kowloon, the Harbour Master counts on  
the abolition of the ferry boats, and therein  
makes a mistake, for the average Chinese  
coolie would rather pay a cent and get carried  
across than pay a cent and get over a bridge of  
a mile in length on shanks' pony. However,  
there is room for a bridge, too, he adds, and it  
may one day be erected.

CABLE advices from London to New York,  
dated June 6th, which have been printed in the  
*Cablenews* bring word that Oxford University  
is bankrupt. The ancient institution has suffered  
much in late years by the failure of its former  
sources of revenue. The endowments left by  
wealthy deceased sons have fallen off appreciably  
and the prestige of the institution has waned  
greatly in the face of the practical trend of the  
age and the decline of pure scholasticism.

THERE has just been launched on the river  
Wear an extraordinary steamer built for the  
line between the Baltic and Rotterdam. She  
has fourteen masts in two lines on each side of  
the hatches, and a total of 24 derricks, which  
can all be worked at once. The holds go  
straight down without any 'tween decks, and  
each derrick has to work half a hold. In this  
way it is estimated she will be able to unload  
her 10,300 tons cargo in 37 hours. She draws  
22 ft. 8 in. loaded, steams at 10 knots, and can  
put on a fair amount of sail.

THE Hankow Cask Company, Limited, has just  
been registered under the Hongkong Ordinance,  
and is expected to be in full working order  
by Dec. 1903. The initial capital, in shares of  
£15 100, has been taken up privately, but if the  
company is a success the public will be invited  
to take up shares. The N. C. D. *News* says it  
will be the object of the company to supply  
reliable casks, a much-needed requisite at  
Hankow, and the wood, imported from Europe,  
is to be made into casks under the immediate  
superintendence of a gentleman who for some  
time has been manager of one of the largest  
cask factories in France.

SOME surprise and discontent have aroused,  
says the *Pinang Gazette*, among the police  
there by the promulgation of an order from  
Singapore that all members of the Straits  
Police below the rank of Assistant Superin-  
tendent will henceforth travel over sea by second  
class passage in the Japanese mail steamers,  
instead of by second class P. and O., as was  
formerly the case when going home on leave  
and returning, etc. Of course, this means a  
considerable saving, financially, to the Govern-  
ment, but the police complain that the acme of  
comfort cannot be obtained in the second  
saloons of the Japanese boats, not by a long  
way.

THE Beer to drink in the tropics is the Beer  
made in the tropics—SAN MIGUEL.

A STOCK company has been organized at Peking  
for the purpose of building a cigarette factory.  
Several wealthy Chinese are behind the move-  
ment.

NEWS has been received of a terrific earthquake  
in the velayet of Van in Asia Minor. Two  
thousand people were killed, including the  
garrison.

H. E. TSEN Ch'un-hsuen, Viceroy-designate  
of the Two Kwang provinces, left Hankow for  
the South via Chongking on Saturday afternoon,  
the 6th inst.

Four of our freshly painted and tinted and in  
first class condition to rent. Inquire at C. E.  
LeMunyon, New Store, 31, Des Vieux Road.  
P. O. Box 368.—Advt.

ACCORDING to a New York cable, dated 7th  
inst., Pope Leo XIII is said to be suffering  
from acute intestinal inflammation, and it is the  
opinion of the physicians that the trouble is  
cancer of the intestines. He is growing weaker,  
and it is thought that the end is near.

THE Robinson Piano Company, Limited, kindly  
inform us that they have received a com-  
munication from the Pollard English Comedy  
Co., with a splendid repertoire of the latest  
successes, now in Manila, stating that they  
expect to be in Hongkong early in August.  
We referred, several days ago, to the intended  
visit of this company.

THE *Telegraph* Mail Supplement will be pub-  
lished early to-morrow morning and will contain  
a full account of the marriage of Miss Blake  
with Capt. Arbuthnot. Those who have been  
unable to obtain copies of the *Hongkong*  
*Telegraph* of 8th inst. should bear this in mind,  
while others should note that the report has  
been carefully revised and extended.

It is reported that Yunnan merchants in Shang-  
hai and in the other ports have received tele-  
grams from their people in Yunnan to delay  
sending goods to the province, owing to the  
insurrection of Linsung having spread towards  
Mingte. The *P. & O. Times* says the tele-  
graphic department of the Waiwup has been  
warned to be very careful, as matters in Yun-  
nan and Kwangsi are growing more and more  
serious.

BY kind permission of Major Radcliff and  
Officers of the Band of the 33rd Burma Infantry  
will play at the Hongkong Hotel to-morrow  
(Saturday) from 8 to 9.30 p.m.

PROGRAMME.  
March "Sweetest Home" (Song of the Cape)  
"The Star of the South" (Song of the Cape)  
"The Star of the South" (Song of the Cape)  
"The Star of the South" (Song of the Cape)  
"The Star of the South" (Song of the Cape)  
"The Star of the South" (Song of the Cape)

"TRUTH without fear" is the keynote of the  
*Straits Echo* which was launched by some old  
*Telegraph* hands at Penang on Whit Monday.  
Mr. Chesney Duncan, who piloted this journal  
some years ago, is editor. Mr. T. C. Swaby,  
one of our most energetic reporters, recently  
migrated south, is manager, while a journalist  
from the North does the "subbing." It will  
endeavour to create, foster and expand a  
healthy, free, and independent public opinion.  
Among other matters in the first number, in-  
cluding a host of wires, is an article on  
"Educational Affairs in the Straits" and "Pen-  
ang and her coaling facilities." There is also  
a "beauty competition," with coupon voting  
for the "handsomest man in Penang and the  
F.M.S." a prize of \$100, half of which must be  
presented to some deserving local charity,  
for whoever secures most votes. The  
*Echo* has secured ordinary and special  
cable services and a staff of correspondents  
which will ensure a regular supply of news  
from all parts of the world. We wish our new  
contemporary every success.

ACCORDING to the *Poonchow Echo* there was a  
gathering of 100,000 Chinese on the 27th ult.,  
to witness the self-burning of a fairly well-to-  
do widow who had lost her son's two wives  
and finally her son. With a firm step she  
ascended the platform she had had erected  
with the necessary beam. She briefly ad-  
dressed the multitude around her, and after  
drinking a cup of wine commenced to adjust  
the rope. The long protecting silver pins in  
her hair interfered with the first attempt to fit  
it round her neck, and something going wrong  
with the second attempt the magistrates who  
were present ordered the soldiers to stay proce-  
dings. The woman was very angry and threw  
the wine cups and fans, handy on a small table  
by her, at the soldiery. An attempt was made by  
a native woman who had ascended the platform  
to induce the would-be suicide to descend, but  
it was no use, and it was only through the kind  
offices of the lady sisters of the Poonchow Native  
Hospital, previously known to her, that she could  
be got down. The magistrates ordered her  
into a chair and she was sent home.

THE *Straits Times* thus remarks on Mr. Hut-  
tenbach's view on the currency question,  
as set forth in *extenso* in these columns last  
week.—They may not be those of the  
majority of the community, but they are  
worthy of the consideration of everybody inter-  
ested in the all-important matter of the Straits  
dollar. The point touched upon that most  
vitally concerns the man in the street is the  
fact that our dollar to-day is worth a halfpenny  
more than a Hongkong dollar, and its value  
is liable to increase rather than depreciate. It  
is doubtless wise on the part of the Colonial  
Treasury to suppress—as he has been doing  
of late—the note issue of the Colony. Pending  
a rise in the value of the dollar, such a policy  
is, from his point of view, commendable. The  
same may be said of the banks, and their note  
issues. The latter, however, are private cor-  
porations working for their own gain. The Gov-  
ernment is theoretically, if not in fact, the  
servant of the people. Its action in hamper-  
ing the convenience of the commercial com-  
munity by withdrawing its note issue at this  
juncture is open to criticism.

THE Beer to drink in the tropics is the Beer  
made in the tropics—SAN MIGUEL.

## EMPLOYERS AND SERVANTS.

## IMPORTANT JUDGMENT.

An interesting case has been engaging the  
attention of Mr. F. A. Hazeland, at the Police  
Court, for some time past. Mr. K. G. Heckford,  
manager of Messrs. Wm. Powell, Ltd., Queen's  
Road, summoned Ng Kai, the firm's No. 1  
tailor, on the following charges:—(1) Disobey-  
ing the dressmaker's instructions; (2) dis-  
regarding the hours of the firm; (3) not  
executing orders within a reasonable time  
when work was handed over to the defendant  
to perform; (4) insolence to the dressmaker by  
not answering when spoken to; (5) inattention  
to instructions; (6) falling back on the fact  
that he did not answer after he was told that he  
had not performed the work properly; (7) spoiling  
goods, especially light material, placed in his  
hands for making up; and (8) filthy and dirty  
condition of the sewing machines.

This is the first case brought under Section  
12 of the Employers' and Servants' Ordinance,  
No. 45 of 1902, and is of considerable im-  
portance to employers in the Colony. To the charges  
the defendant, who was represented by Mr. M.  
W. Slade, barrister-at-law, pleaded not guilty.  
Mr. M. J. D. Stephens, solicitor, prosecuted  
on behalf of the complainant. On the 4th  
inst. evidence was given and after hearing a  
legal argument as to whether the case was  
governed by the Ordinance, Mr. Hazeland  
said he would adjourn the summons *sine die*  
and give a written decision.

The decision was given this morning. His  
Worship said:—The defendant Ng Kai was  
summoned before me by K. G. Heckford,  
manager of Messrs. William Powell, Limited,  
on eight charges under Section 12 of the  
Employers' and Servants' Ordinance, 1902.  
There was a written contract between the  
parties which is as follows:—"This agreement  
witnesseth that I, Ng Kai, otherwise—, do  
hereby agree with Messrs. William Powell,  
Limited, retail merchants of Hongkong, as  
follows:—For the sum of twenty-five dollars  
per month for the first six months, twenty-eight  
dollars per month for the following six months,  
thirty-two dollars per month for the next twelve  
months, and thirty-six dollars per month for  
the next twelve months, and such amounts  
as William Powell, Limited, shall pay for the  
making up of garments by myself and the work-  
men I engage, I agree to execute in first-  
class style and workmanship all making-up  
orders taken by the said firm or its repre-  
sentatives, and keep the times of contracts  
made by them, and hold myself responsible for  
the good condition of machines and sundries  
used by myself and my workmen. I also hold  
myself responsible for the honesty of my  
employees, and will make good any losses that  
may occur through their dishonesty, bad work-  
manship, or other causes. On these conditions  
only Messrs. William Powell, Limited, agree to  
engagement the progressive salary herebyfore-  
mentioned, and I do hereby further agree that  
I will not leave the employ of the said William  
Powell, Limited, within three years of the  
twenty-fourth day of October, in the year  
of our Lord, one thousand nine hundred and  
two, without the written consent of  
the firm's manager. Dated this 22nd day of  
October, 1902. (Here follow signatures)" Mr.  
Slade, on behalf of the defendant, submitted  
that there was no "contract of service" as  
defined by the Ordinance, nor was he a  
"servant" within the meaning of the said  
Ordinance. Mr. Slade also submitted a second  
point, that, inasmuch as the provisions of  
Section 7 have not been complied with, the  
case does not come within the Ordinance. I  
am of opinion that there was no "contract of  
service" to work personally for the firm. The  
defendant's position is that of a person who  
supplies labour, and there is no suggestion  
in the agreement that he should enter the firm.  
Amongst other classes defined in the Ordi-  
nance which cannot possibly apply to the pre-  
sent case there is also the following definition:—  
"Servant shall include any person being a  
mechanic, artificer, or other handicraftsman,  
engine-driver, or fireman." The point was  
raised as to whether the defendant could be  
regarded as an "artificer." In *Ingram v. Barnes*  
(7 E. and B. p. 115) it is laid down that the  
term "artificer" applies only to those who are  
actually and personally engaged or employed  
to do mechanical work or the like, and not to  
those taking contracts for labour to be done by  
others. He must contract for his own labour  
exclusively as distinguished from one who con-  
tracts to supply the result of the labour of others  
or of himself and others. Assuming for the  
purpose of argument that the position of  
the defendant is that of a "tailor," I am  
of opinion that he could not be in-  
cluded in the general words "of other  
handicraftsman," as these words are in my  
opinion *ejusdem generis* to the special words  
"mechanic" and "artificer." Where it appears  
that the class which it is sought to bring within  
the Act was known to the Legislature at the  
time the Act was passed, and that class is  
omitted, it must be supposed to have been  
omitted intentionally. It is impossible to sup-  
pose that so numerous and extensive a class  
as "tailors" would be referred to under general  
words if it was meant to be included. (See  
judgment of Blackburn, J., in *Quin v. Le-  
cworth*, 4 B. and S. 934.) It is therefore  
unnecessary for me to give a decision on the  
second preliminary point raised. My finding  
is therefore for the defendant, and I order the  
summons to be dismissed.

AMONG several exceedingly interesting experi-  
ments carried out during the year at the  
Royal Botanic Gardens, Peradenya, Ceylon,  
one was as to the dispersal of seeds of flowering  
plants. For this purpose an island of flowering  
plants was grown on the mud which had been  
for many years under water. A few plants  
have grown on the island, and it is intended to  
examine the flora of the place each year and  
record the occurrence of new plants with re-  
marks as to the method of dispersal of their  
seeds. This may be described as "vegetable  
colonisation."

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made in the tropics—SAN MIGUEL.

## DANGERS TO NAVIGATION.

The following communication was received  
through the courtesy of Mr. E. A. Hewitt,  
Superintendent of the P. & O. S. N. Co.:—  
Peninsular & Oriental S. N. Co.,  
s.s. *Ceylon*,  
Hongkong, 11th June, 1903.

To the Superintendent,  
P. & O. Co.

Dear Sir,—I have to report that, at 8.7 p.m.,  
on the 9th inst. in Lat. 14° 20' N. Long. 112° 45'  
E. we passed a submerged wreck, with one  
mast, and rigging attached—standing upright,  
about 10 feet above the water.

This may probably be the same wreck that  
Capt. Owen of the s.s. *Dragonian* reported as  
having passed on the 30th March, 1902. It is  
directly in the track of ships using the main  
route between Singapore and Hongkong. Had  
we passed it in the daytime I would have  
stopped the ship, lowered a boat, and dis-  
covered what sort of vessel it was.

I am, Dear Sir,  
Yours faithfully,  
(Sd.) C. W. KENNEDY,  
Commander.

## H.M.S. "GLORY"

## EXPECTED TO BE DOCKED IN HONGKONG.

For some time past there has been much  
speculation in naval circles as to the probability  
of the big battleship H.M.S. *Glory* being docked  
in Hongkong. The mere fact of the ship-  
ping of Vice-Admiral Sir Cyprian Bridge going  
into dry dock here is nothing unusual in itself,  
since the Hongkong and Whampoa Dock Co.  
has had many a job done for the Admiralty. It  
is the extent of the work to be carried out on  
the *Glory* that has been subject of doubt  
whether it should be undertaken in Hongkong  
or at home. Our inquiries have failed to elicit  
any information as to the exact nature or ex-  
tent of the refitting required by the battleship.  
It is, nevertheless, certain that work of more  
than an ordinary nature or extent is required  
on her, and it has been almost practically  
settled that it will be entrusted into the  
hands of the Dock officials in the Kow-  
loon establishment. We understand that  
it was suggested that the work could only  
be done in a shipyard at home, and  
should the local Company secure the contract  
for the work which, in the opinion of some, on  
account of its nature and magnitude, can only  
be accomplished at home, it speaks much for  
the character and resourcefulness of the Hong-  
kong Dock Co. The *Glory* is described as a  
first-class armoured battleship of 12,950 tons,  
and is a new craft having been launched in  
1900. She left Hongkong for Japan on the  
3rd April and is now in Northern waters.

## ALLEGED MURDER AT WANCHAI.

At the Police Court this morning Mr.  
Hazeland had before him on the capital  
charge the keeper of an opium divan at  
Wing Fung Street, Wanchai, and his two sons  
who are alleged to have caused the death of a  
native in the Hongkong Company of the  
Submarine Miners. It seems that the deceased  
owed the prisoners four hundred cash, and  
as he would not pay, it is alleged he was  
assaulted and kicked. He was removed to  
the Government Civil Hospital and the  
prisoners were arrested and charged with  
assault, meanwhile the miser died from a  
ruptured spleen, and this morning the charge  
was amended to one of murder. The case was  
adjourned till the 23rd inst.

## THE PLAGUE.

During the twenty-four hours ended at noon  
to-day 11 further cases of bubonic plague,  
making 1,174 since January 19th, were re-  
ported. For some reason or another the return  
gives the total number of cases noted to date  
as 1,165, which must surely be a mistake. Four  
of the cases, Nos. 1,128, 1,129, 1,131 and 1,132,  
reported from Station Street, Mongkok, a boat  
off Hunghom, the hills de la To Kwai Wan,  
and between Tai Kok Tsui and Fuk Tun  
Heung, appear to be wrongly numbered as on  
Wednesday last these numbers referred to  
European cases, viz., 1 of no fixed abode,  
1 from the *Dunlop*, the Central Police  
Station, and 39, Des Vieux Road West. It is  
evident, therefore, that the cases reported to  
date should be 1,164, not 1,165. It is



## TELEGRAMS.

(Reuters.)

## Mr. Chamberlain's Fiscal Policy.

LONDON, 10th June.  
In a debate on Mr. Chamberlain's amendment to the Finance Bill, Sir Michael Hicks Beach declared that the scheme would rather disunite than unite the Empire and destroy the Unionist party. Mr. Ritchie said that he as a convicted free-trader was unable to support a policy which he believed to be detrimental to both England and the colonies; he justified the Corn tax in a time of emergency but thought it should be repealed when prospects were brighter. In regard to the Ministers who had spoken on the subject of preferential tariffs they had clearly stated that they spoke only for themselves and not for the Government. Mr. Chamberlain ascribed the situation to the incapacity of Mr. Ritchie and the inaction of the Cabinet. Mr. Balfour and Mr. Chamberlain were absent throughout the debate which was adjourned. The Times has reason to believe that Mr. Balfour will exercise his influence to preserve harmony in the Cabinet with the hope of postponing a dissolution until domestic reforms are passed.

LATER.

Mr. Chamberlain and Mr. Balfour were only absent at the last important part of the debate on Mr. Chamberlain's amendment. Sir Edward Grey said that the situation was intolerable and the Government having raised the issue were not entitled to hang it up. The debate continues.

## France and Morocco.

The Finicians have tendered their absolute submission to the French.

(Kobe Herald.)

## Russia in Mongolia.

Peking, 30th May.  
A secret dispatch by the Government states that 200 Russian soldiers arrived at Uli and some other places in Mongolia from Tsi sin and are building barracks at these places, employing the natives. Chiefs of the districts called upon them to withdraw, but the Russians paid no attention to them.

(N. C. D. News.)

## Mr. Chamberlain's Zollverein.

LONDON, 6th June.  
Sir Henry Campbell-Bannerman, speaking at Perth, condemned Mr. Chamberlain's proposals as wanton and premature. He has tested Free Trade, he said, for fifty years, and every day has evoked fresh testimony to its blessings. Let the Government heed lest in its recklessness it should set the Empire ablaze and reduce its prosperity to ashes.

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by correspondents in this column.)

## A MYSTERIOUS PLAGUE PATIENT.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH".  
DEAR SIR—The following narrative was related to me, and would prove interesting to many of your readers. Of course, I cannot say that the facts as stated are absolutely correct. They might or might not be so. This is the story:—

"A Chinese plague-patient was being removed to Kowloon a few days ago, accompanied by an Indian P. C. The latter happened to meet an old chum of his on the way, and thinking he had plenty of time to spare, opened a long conversation, in the meanwhile forgetting the patient. The two chums seeing this 'good chance' wheeled the ambulance to one side of the street, and made for the corner to have some refreshments. On returning to remove the patient to its destination, after about three-quarters of an hour rest, they discovered to their amazement that the patient was missing. What was the P. C. to do? Return and report the matter? I guess not! So 'Mr. Luckwell' determined not to get into trouble, but resolved at once to play the 'Peter pay for Paul' game and managed, somehow or other, to make one of the coolies, take the missing man's place, and so they wheeled him off to the Hospital. On arriving at their destination, the sham-patient was at once admitted, but no sooner was he admitted than the whole fact was given away, and this shocking affair brought to light."

If there is truth in the above, which I doubt, ought not some strong measures be adopted, to put a stop to all this nuisance, and reliable men employed? Up to date about 31 Europeans have contracted the disease, and yet the "S.A." are closing their eyes to the facts, instead of changing their present method of spreading the disease. For instance, if someone contracted the disease down Causeway Bay, are they to be carried from their residence, through all the traffic of Queen's Road, to Kennedy Town—which tends to spread the disease—or can you inform me what system the "S.A." have introduced, for dealing with such cases? Why are not junkies towed by launches engaged for this work? And as soon as a case of plague is discovered, have it taken to the nearest pier, and from there by water to Kennedy Town. When a patient dies, I presume the custom is to return the corpse. Is not that so? Why are not crematoriums put into use at Hongkong? Why are the bodies returned to their relatives? I endorse *Humanity's* and *Observer's* letters re the disinfection of gear, and have to confirm it by saying that very recently a case of plague occurred in Hollywood Road, and furniture of

ASK for ASAHI JAPANESE BEER—G. Girault.

difficult houses could be seen piled up on the side-walls, and our "independent sanitary coolies" at their washing operations. I noticed all their work, until they came to a plush sofa, but with all the "kow-tows" and "chir-chins" and begging of the tenant, not to wash the sofa with the fluid, the "unruly Government employee" paid no attention, but dipped his piece of cloth into the fluid and began scrubbing away. Is the sofa any good after the washing? Who are responsible for all breakages and damages done to the furniture? Does this system decrease the disease, or not? I hope the "S.A." will take this matter into consideration, and I have no doubt, if well taken in hand and the coolies, &c., well looked after and punished or fined for their misdoings, the plague will steadily decrease, and the celestial "may" report the cases of plague that occur. Let us take a lesson from mighty Macao. In dealing and treating the plague, they do little or nothing at all to stamp the disease out, and still plague does not inhabit Macao as it does Hongkong. How is that? I leave that to the "S.A." to find out.

Thanking you for the space,

Yours, &amp;c.

DISHEARTENED.

Hongkong, June 11th.

## CANTON NOTES.

(From Our Correspondent.)

CANTON, June 10th.

It is with extreme regret that your correspondent has to record the first case of plague on the Shamien. The unfortunate victim is Mr. Pasquet, junior, member of the French firm Messrs. Pasquet & Coy. The patient has been sick for a few days, but it was only this morning that the doctors diagnosed the case as that of plague. He was immediately moved into a house boat, which was then moved on the Fati shore opposite the settlement of Shamien. The patient left for Hongkong this afternoon, the house boat being towed by a launch, which it is proposed will go straight to Kennedy Town Hospital. It is generally understood that the dread disease was not actually contracted on Shamien, but probably when visiting Hongkong. Canton possesses an unfortunate reputation of being the source of many epidemic diseases, which now and again slightly taint Hongkong, but whether it is that we have no daily papers to give publicity to the cases we hear very little indeed of plague. Of course, there is not the slightest doubt it exists and is claiming many victims, but the various indications such as the business of coffin shops, etc., are not showing any unusual signs of activity.

## AMERICAN FLEET AT CHEFOO.

All the American ships on the China station are gathered at Chefoo. By the 13th of this month it is expected, says the Shanghai Daily Press, that the naval manoeuvres under the direction of Fighting Bob Evans will be carried out. Three American cruisers and the battleship Wisconsin will be added to the fleet. Admiral Cooper with the flagship Rainbow has gone to Yokohama to meet the Wisconsin. He will transfer his flag to the battleship and proceed to Chefoo. Admiral Sterling who commanded the Wisconsin on her trip out will succeed Admiral Cooper on the Rainbow. As soon as the Chefoo demonstration is finished, Admiral Evans with the battleship Kentucky will sail for America. The Albatross and the navy cooiler Nantuxan sailed for Chefoo on 7th inst. The Pickering is expected to leave immediately, while the Monterey and the collier Penmyer will sail the latter part of the week.

## PENANG AND HER COALING FACILITIES.

INTERESTING COMPANIONS.

Penang has been only just in time in endeavoring to afford greater harbour accommodation and more coaling facilities for ocean-going vessels. Her Dutch rival is slowly but steadily making progress in the competitive race of commerce. At Pulau Weh, the Dutch possess in Sebang Bay one of the best natural harbours in the East. It is of wide extent, almost concealed from view as one approaches from the open sea, and protected from the swell of the Indian Ocean. There is a small dry-dock there now in working order, and a coal depot has been established for some time, and soon there will be accommodation sufficient to store at one time 25,000 tons of coal. Our German friends are quite alive to the importance of this island as a port of call, and it need be no surprise to the observer of political events, so connected now with the expansion of commerce, that the Germans tried to purchase the island from the Dutch, and that Russian steamers have already coaled there. British folk are neither resentful of the push of Germany nor do they grudge the Teutons the success, as they are foolishly inclined to imagine. Germany wants a coaling station of its own in these latitudes, and feels aggrieved that the coasts and harbours are now closed against her "mailed fist" by being under Dutch, British or French protection. Yet they have no cause to complain, at any rate in British possessions, for they are as free as any British subjects can be in the Straits Settlements to exercise their spirit of enterprise and their energy. Perhaps even they are more at their ease than in a German-ruled settlement. The British, however, must not carry their equanimity in the face of commercial rivalry and their apathy too far. John Bull, in Penang, as well as in England, must "wake up" and devote less time to sport and more to his business, and become filled with sufficient public spirit to take an interest in the general government and general improvement of the Colony.—*Straits Echo*.

ASK for ASAHI JAPANESE BEER—G. Girault.

## THE ARRIVAL OF "BLACK FLAGS" AT CANTON.

(From Our Correspondent.)

CANTON, 10th June.

The officials of the China Merchants' Steam Navigation Company at this port have for the last two days been anxiously looking for the arrival of the s.s. *Towman* with the Viceroy's Black Flags on board. She came into the harbour a little after midday and several persons boarded her. I have heard complaints of troops, but the sight aboard this ship was beyond description. The way these men must have travelled and the condition they were in on arrival was too much for me. The decks were indescribably filthy. The saloon was seized by the Chinese officers, and the Captain had been living and chow on the bridge since he left Hankow. These troops are specially imported to quell the Kwangsi Rebellion and number just over 500. I was informed that this was only the first detachment and that during the month we shall see three further detachments, each of about the same number. These, combined with the troops already operating, may form a nucleus for a king and checking the rebellion for a time, but such a well-organized outbreak as we have in Kwangsi, the principle operators of which are just at present "laying low," will tax the new Viceroy's energies to their utmost.

## THE TEA SEASON.

The commencement of business in Congou this year was unattended by any kind of excitement. The market for season 1902-1903 seemed to drift into life towards the end of last month and transactions have gradually increased in bulk as arrivals from the country were offered. Some of the up-country Soulongs are late in arriving, none of the well-known "name" chops having as yet come to hand, and this is causing some inconvenience in view of the *Glennfield* closing on the 8th inst. and the German mail steamer *Stuttgart* on the 9th. The quality of the crop generally is pronounced as being fully "good average" and the leading chops from some districts above it. For these last, higher prices have been paid, notably for the choice Soomons and Chingwos, but otherwise the range is very much on last year's scale. Paklums, as an exception to general quality, are poor, but owing to scarcity have fetched high prices. The scarcity of these tea is caused by green tea buyers from Shanghai having secured all the best leaf grown in the district for the manufacture of green tea to be made here and sent to Shanghai for mixture or otherwise for shipment there. According to the tea men's report the first crop of Congou will be short of last year's supply. The export to date to Europe is 300,224 lbs. against 241,107 lbs. last year, carried by the *Malacca* the *Calcutta* and coast steamers going South.—*Foochow Echo*.

## MALARIA IN SELANGOR.

Dr. Travers, who signs the Medical Report on Selangor for 1902, notes a remarkable decrease in cases of malaria fevers treated in hospital there in that period. The total treated was 2,077, causing 174 deaths, against 5,455 cases with 322 deaths in 1901. The case mortality remained about the same, being 5.84 in 1902 and 5.91 in 1901. The comparative freedom from malaria was particularly noticeable at Port Swettenham and Klang. It is, in his opinion, quite possible that, during the year 1901, both Klang and Port Swettenham acted as a distributing centre from which malaria spread over the whole State. It is hoped that energetic measures in the direction of draining and levelling, such as were carried out with marked success at Port Swettenham and Klang, may be taken in hand in other parts of the State, so that eventually malaria may cease to be regarded as one of the principal causes of sickness.

## AGRICULTURAL DEVELOPMENT

IN PERAK.

Commenting on the new Government scheme for importing Chinese agricultural labour into the country, the *Perak Pioneer* says:—  
Dr. Leuring has been engaged as (Government's) Agent for the formation of an agricultural colony of Chinese labourers to be settled on Government land. It is proposed to import 4,000 Chinese coolies for the purpose; and 300 men are to be recruited immediately from the famine-stricken districts in China as a first instalment to begin with. The terms offered to the prospective emigrants are liberal, including free passage to Perak and subsistence for a period of six months and they are to be supplied with implements and winter buffalo and five years' time is to be given them to pay for these. As the experiment is entrusted to capable hands, and care will be taken to select only men of good character and skilled in agriculture, the enterprise has every chance of success. Drought, the most formidable foe of the agriculturist, is unknown in the land. It might be that the successful putting through of this scheme may prove the harbinger of the founding of agricultural colonies on a large scale not only in Perak, but in the other States which are more sparsely populated. The readiness of the Chinese working classes to emigrate from their overcrowded country is so great that they brave every difficulty in their efforts to land and to smuggle themselves into forbidden countries. But the British Crown Colonies and dependencies are fully thrown open for their advent. It will therefore be surprising if they do not largely avail themselves of the facilities offered them to settle in Perak as agriculturists. The Chinaman has invariably proved himself a hard-working labourer and a clever artisan wherever he went. If he displays a similar aptitude in an agricultural calling as well, the present colonising effort of Government is bound to prove a great success.

ASK for ASAHI JAPANESE BEER—G. Girault.

## A FAILURE OF JUSTICE.

The N. C. D. News of 8th inst prints the following as an editorial:—

On the 13th of March last the British schooner *Ronita* was lying at anchor close to the Kiu-on light-vessel, in the Yangtze, when she was run down by the Japanese steamer *Koya Maru*, which was coming in from Chusan. The schooner sank almost immediately, and the pilots on board and native crew barely escaped with their lives. As far as is known, the accident was the result of gross and criminal carelessness on the part of the steamer, and there is no doubt that had the *Koya Maru* belonged to a company of any standing, such as the Nippon Yusen Kaisha or the Osaka Shosen Kaisha, the matter would long since have been settled to the satisfaction of the Pilot Association to whom the steamer belongs; it is not improbable on the other hand that a settlement would have been arrived at by this time had the schooner been flying the American or the German flag; as it is all the efforts of the pilots to obtain redress have been in vain. It should be said, in justice to Mr. Udagiri, the Japanese Consul-General here, that he has done his best to persuade the steamer company to consent to put the matter to arbitration, but without success; and at last the Pilot Association took its claim into the Japanese Court, with the result that, as already announced, its petition was rejected and it was condemned in the costs of the case.

This flagrant failure of justice is explained in the official translation, which will be found in another column, of the finding of the Japanese Consul-General. The Pilot Association, as is usually done, sued the recognised agent here of the company owning the *Koya Maru*; but this gentleman, according to the judgment though he "is the head of the Shanghai Agency of the Nihon Shosen Kabushiki Kaisha," has not been entrusted with power to enter into litigation in this case, and he has no capacity to do any legal act on behalf of the Company. Therefore this case was instituted upon a mistaken representation of the defendant in the petition. Surely then it is the duty of the Japanese Consul-General to refuse to give any papers to the *Koya Maru* until it has a properly qualified agent here. The *Koya Maru* in the meantime is somewhat in the position of a pirate; it can run down other vessels with impunity, protected by the fact that the Japanese Consul-General has, by his own statement, no jurisdiction over it. There is no dispute about the facts; here is a steamer so navigated as to be a constant danger to shipping generally, and it is nobody's business to arrest it. The Japanese Consul-General pleads a *non possumus*; the British authorities, though the victim was under the British flag, make no movement, and the Chinese authorities are equally inert.

It may be said that this is one of the inevitable consequences of the existence of extrajurisdiction in China; but it is quite within the power of the Japanese Consul-General to refuse its papers to the *Koya Maru* until its owners are properly represented here. Suppose the *Koya Maru* runs down a Chinese junk? Will the Customs here acquiesce in the steamer's getting off scot-free, or will they advise the unfortunate junk-owner to go to Tokio with his witnesses, and take the chances of the Japanese Courts there? The position is an impossible one, and if the Japanese Consul-General cannot nerve himself to arrest the steamer, we hope the British Consul will at once take steps to see that justice is done to the Pilot Association, whose vessels fly the British flag, and put a stop to this nonsensical idea, that the *Koya Maru* can do as she likes because her owners are domiciled within the jurisdiction of the Japanese Consul-General.

## IGNORANCE NO EXCUSE.

SHIPMASTER'S NOTE.

The High Court of Justice at Batavia has just given a judgment of importance to shipmasters. The facts of the case in short are that Captain G. W. Hunter of the British ship *Kian Ann* arrived at Jambi on the 23rd July, 1901. The customs officers found bags and a keg in the coal bunkers containing a kind of gunpowder the importation of which into Netherlands India is forbidden. Neither the master, nor the crew, nor the passengers on board knew anything of this gunpowder. The owner remained unknown. Proceedings were then taken against the master for importing the gunpowder without a permit, and for not truthfully filling up the report form supplied to him by the harbour-master on arrival; and also because, to the question: "Whether there is any gunpowder, dynamite, or other explosive ammunition or fireworks on board in quantities of fifty kilograms and, if so, which kinds and how packed?" he had answered "none." The lower court before which the master had to answer these charges acquitted him on the ground that, first, the mere having the stuff on board did not constitute its importation; second, that the master could not be held responsible for goods put on board without his knowledge or consent; and, thirdly, because there was no proof that, in filling the form, the master knew that the gunpowder was on board. The public prosecutor appealed to the High Court. The latter upheld the acquittal in the count of importing the gunpowder, but quashed the remainder of the judgment. The High Court held, instead, that, although the master did not know that the gunpowder was on board, this did not do away with the fact that he should be held answerable because he ought to have known and should have known that it was on board if he had looked better after the loading of the vessel, and if he had been watchful during the voyage to Jambi. Captain Hunter was, upon this finding guilty of falsely filling in the form, and was sentenced to pay a fine of one hundred guilders.

ASK for ASAHI JAPANESE BEER—G. Girault.

## THE "DEUTSCHLAND" AGROUND.

GREAT DAMAGE THREATENED.

A wire to the *Cablenews*, dated New York, June 6, says: The giant ocean liner, the *Deutschland*, belonging to the North German Lloyd, ran aground off Sandy Hook to-day. The sea is heavy and it is feared that the huge ship will be badly damaged before she can be floated. The *Deutschland* is the company's largest ship and holds a record for ocean travel. The grounding was due in part to the roughness of the sea prevailing and the size of the enormous craft, so far as can be learned.

## COMMERCIAL.

TO-DAY'S INTELLIGENCE.

The following are to-day's closing quotations:—  
Banks ... .. \$685, L'don 603  
Nations ... .. 28 b.  
Unions ... .. 500 b.  
Cantons ... .. 1772 b.  
Hongkong ... .. 332 1/2  
China ... .. 85  
H.K. & M. Steamships ... 37 1/2  
India-China ... .. 100 b.  
China ... .. 20 b.  
Douglas ... .. 42 b.  
Shells ... .. 1,500 b.  
China Sugars ... .. \$107 s.  
Luzons ... .. 10 b.  
Panama ... .. 2,800 s.  
Rauha ... .. 8,750 b.  
Docks ... .. 215 s.  
Wharves ... .. 91  
Lands ... .. 108 s.  
Hotels ... .. 151 b.  
Orientes ... .. 30 b.  
Telegrams ... .. 25 1/2  
Electric ... .. 134  
Fenwick ... .. 47 s.  
China ... .. 975 s.  
Watkins ... .. 7,500 s.  
China Light and Powers ... 6,000 b.

## TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer ... 1/8  
Bank Bills, on demand ... 1/8 1/16  
Credits, 4 months' sight ... 1/8 1/2  
D'ments 4 months' sight ... 1/8 1/2  
ON BERLIN, Bank Bills, on demand ... M. 1/71  
ON PARIS, Bank Bills, on demand ... 2 to  
Credits, 4 months' sight ... 2 1/2  
ON NEW YORK, Bank Bills, on demand ... 40 1/2  
Credits, 30 days' sight ... 41  
ON BOMBAY, Telegraphic Transfer ... 124 1/2  
On demand ... 125  
ON SHANGHAI, Telegraphic Transfer ... 71 1/2  
Private 30 days' sight ... nom.  
ON YOKOHAMA, T.T. ... \$11  
Sovereigns, Bank's Buying Rate ... \$11 88  
Gold 100 to 100, per tael ... 61.75  
Bar Silver ... 24 3 1/16

## OPUM QUOTATIONS.

To-day's quotations are as follows:—  
M. LWA NEW ... .. No sales  
LAST YEAR ... .. 1,000  
OLDEST ... .. 1,000/1,100  
PATNA NEW ... .. 1,042 1/2  
OLD ... .. 1,010  
BEARERS NEW ... .. 1,042 1/2  
OLD ... .. 1,032 1/2  
PERSIAN (PAPER) ... .. No sales

## To-day's

## Advertisements.

## THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW VOYK VIA THE SUEZ CANAL.  
THE Company's Steamship.

"ARARA"  
Captain Williamson, will be despatched on THURSDAY, the 18th instant, to be followed by the Steamship "VERONA"  
Captain I. Hansen, on or about WEDNESDAY, the 15th July.  
For Freight, &c., apply to SHEWAN, TOMES & Co., General Agents.  
Hongkong, 12th June, 1903. [482r]

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.  
(With Liberty to call at PHILIPPINE PORTS.)

## PROPOSED SAILINGS FROM HONGKONG.

1903. About  
"CHARLES TIBERGHIE" ... 24th June.  
"MACDUFF" ... 15th July.  
"SAINT NEDE" ... 15th July.  
For Freight and further information, apply to

DODWELL & Co., LIMITED,  
Agents.  
Hongkong 12th June, 1903 [339d]

## A RECOMMENDATION.

INTENDING Purchasers of CHINESE-MADE GOLD and SILVER WARES, IVORY and SANDALWOOD CARVINGS, and SILK EMBROIDERY must not omit an opportunity of visiting the Premises of the

## WA HING LOONG STORE

At No. 55, Queen's Road Central,

HONGKONG, CHINA.

There you will find all sorts of articles tastefully made by the best Chinese workmen and sold at the lowest prices; gold wares guaranteed 18 carats, and silver wares 90 per cent. touch. One of their recent masterpieces of art is a silver tree with a flock of birds of different species on and in all conceivable perches. It is designed to be the miniature of a Chinese ivory tree. It is a work of art unsurpassed by any former make of its kind, and is exceedingly true to nature. It is indeed worth a visit.

Hongkong, 12th June, 1903

TONG CHUNG KEE. [690e]



## THE HISTORY

Of impaired and lost eyesight, cataracts and other diseased conditions of the eyes is generally associated with delay in getting first glasses, cheap spectacles, tramp spec, bungling of incompetents and the indiscriminate wearing of others' discarded glasses.

ONLY ONE PAIR OF EYES  
To last a life time. Keep them healthy and enjoy comfortable and perfect vision to the greatest age by getting your glasses fitted by

## N. LAZARUS,

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OF LONDON AND CALCUTTA.

Consulting Room: No. 16, Queen's Road Central.  
Entrance through Mr. R. Houghton's Tailoring Establishment, nearly opposite Hongkong Hotel.

## To-day's Advertisements.

## HONGKONG RIFLE ASSOCIATION.

THE LONG RANGE CUP AND SPOONS.  
THERE will be a COMPETITION as above TO-MORROW, the 13th instant, commencing at 3 P.M.  
RANGES—700 and 800 yards.  
Ten Shots and a Sighter at each Range.  
MOWBRAY S. NORTHCOTE,  
Hon. Secretary.

Hongkong, 12th June, 1903. [45]

## POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES."  
Captain Robson, will be despatched for the above Port, TO-MORROW, the 13th instant, at 2 P.M.  
For Freight or Passage apply to DOUGLAS, LAIRDALE & CO., General Managers.  
Hongkong, 12th June, 1903. [685e]



## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), calling at NINGPOO, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.  
(Faking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS.)  
THE Company's Steamship

## "VINDOBONA."

Captain Cobel, will be despatched as above on FRIDAY, the 26th instant, P.M.  
For information as to Passage and Freight apply to

SANDER, WIELER & Co., Agents.  
Hongkong, 12th June, 1903. [597e]



## THE POPULAR SCOTCH IS "BLACK &amp; WHITE"

JAMES BUCHANAN & CO. SCOTCH WHISKY DISTILLERS

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## Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.  
AND  
CHINA MUTUAL STEAM NAVIGATION  
COMPANY, LD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.  
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 17th June.
GLASGOW and LIVERPOOL	"STENTOR"	On 27th June.
GLASGOW and LIVERPOOL	"TYDEUS"	On 3rd July.
GLASGOW and LIVERPOOL	"MACHAON"	On 12th July.
GLASGOW and LIVERPOOL	"DIOMED"	On 16th July.
GLASGOW and LIVERPOOL	"HECTOR"	On 22nd July.
GLASGOW and LIVERPOOL	"NESTOR"	On 29th July.
GLASGOW and LIVERPOOL	"TEUCER"	On 30th July.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 9th August.

## HOMEBWARDS.

FOR	STEAMERS	TO SAIL
LIVERPOOL	"HYSON"	On 20th June.
MARSEILLES, LONDON & ABER	"ANTENOR"	On 23rd June.
MARSEILLES, LONDON & ABER	"ALCINOUS"	On 7th July.
MARSEILLES, LONDON & ABER	"PROMETHEUS"	On 22nd July.
MARSEILLES, LONDON & ABER	"PELEUS"	On 21st July.
MARSEILLES, LONDON & ABER	"STENTOR"	On 4th August.
MARSEILLES, LONDON & ABER	"DARDANUS"	On 18th August.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and ALL PACIFIC COAST PORTS, and NAGASAKI, KOBE and YOKOHAMA.	"MACHAON" and "NINGCHOW"	On 14th July On 18th August.

S.S. "OANFA" from Tacoma left 7th inst. for Hongkong.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"TIENSIN"	12th June.
SHANGHAI	"WUHSUNG"	13th "
SHANGHAI	"YUCHANG"	13th "
SHANGHAI	"YUNNAN"	15th "
SHANGHAI	"CHILLY"	15th "
SHANGHAI	"SUNGKIANG"	17th "
SHANGHAI	"KWEIYANG"	18th "
SHANGHAI	"CHINGTU"	4th July.

PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A duly qualified Surgeon is attached.

Taking Cargo on through Bills of Lading, to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

FARE, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 12th June, 1903.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 13th June, at 10 A.M.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 20th June, at 10 A.M.
PERLA	1980	J. McGinty		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 6th June, 1903.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

## PORTLAND OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship	Tons	Captain	To Sail
"INDRASAMHA"	5,197	R. P. Craven	July 14, 1903.
"INDRAVELLI"	4,899	W. E. Craven	July 14
"INDRAPURA"	4,899	A. E. Hollingsworth	Aug. 14

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

## OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	FRIDAY, 12th June.
FOR FOCHOW	"ANPING MARU"	J. Goto	SUNDAY, 14th June.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	FRIDAY, 19th June.
FOR ANPING	"MAIDZURU MARU"	T. Saito	

Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Tamsui to land all passengers and cargo.

By the Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co's Local Branch Office, at No. 4, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, 3rd June, 1903.

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.HONGKONG-MANILA,  
REDUCED SALOON PAS-  
SAGE MONEY.

SINGLE, \$25. RETURN, \$40.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unrivaled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,  
Agents.

## STEAM TO CANTON.

THE Splendid New Steel Twin Screw

Steamer "KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONG-

KONG for CANTON at 8.30 P.M. on SUNDAYS,

TUESDAYS and THURSDAYS, returning

to Hongkong the following days leaving

CANTON at 5 P.M. Unexcelled Accommoda-

tion for First Class Passengers. Ship lighted

throughout by Electricity.

Passage Fare, \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hong-

kong Harbour Master's Office.

SHIU ON S.S. CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 30th May, 1903.

## WING ON STEAMSHIP COMPANY.

THE Steamship

"CHU KONG,"

Capt. Mason.

Departures from HONGKONG to MACAO,

Daily, at 7.30 A.M. SUNDAY including.

Departures from MACAO to HONGKONG,

Daily, at 2 P.M. SUNDAY including.

This Steamer is the fastest and has Superior

Cabin Accommodation.

FARES:

1st Class ..... \$1.50

2nd " ..... .70

3rd " ..... .30

Further Particulars may be obtained at the

Office of the

WING ON STEAMSHIP CO.,

No. 42, Bonham Strand West.

Hongkong, 30th May, 1903.

## FOR CEMULPO AND PORT ARTHUR.

Calling at SHANGHAI and DALNY.

THE Steamship

"SULLBERG,"

Capt. Meyer, will be despatched for the

above Ports on MONDAY, the 15th inst.,

at 5 P.M.

For Freight or Passage, apply to

HAMBURG-AMERICA LINE,

Hongkong Office.

Hongkong, 10th June, 1903.

## TOYO KISEN KAISHA

## MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled.

Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.

Captain.

Tons.

Sailing Date.

ROSETTA MARU

N. Tate

3,876

TUESDAY, 16th June, at 11 A.M.

ROHILLA MARU

E. P. Bishop

3,869

SATURDAY, 20th June, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House

Street.

K. NAKASHIMA, Manager.

Hongkong, 12th June, 1903.

AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.

STEAM FOR

TRIESTE (DIRECT),

CALLING AT SINGAPORE, PENANG, RAN-

GOON, COLOMBO, ADEN, SUEZ

AND PORT SAID.

(Taking Cargo at through Rates to the BRAZILS,

to SOUTH AFRICA, RED SEA, BLACK SEA,

LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"MORAVIA,"

Captain Soich, will be despatched as above

on WEDNESDAY, the 17th inst., P.M.

For Information as to Passage and Freight

apply to

SANDER, WIELER &amp; Co.,

Agents,

Prinze's Buildings.

Hongkong, 1st June, 1903.

## "GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP

VIA SUEZ CANAL.

THE Steamship

"GLENFARG,"

Captain Holman, will be despatched as above

on TUESDAY, the 23rd June.

For Freight or Passage, apply to

MCGREGOR BROS. &amp; GOW,

Agents.

Hongkong, 27th May, 1903.

## "GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"GLENESK,"

Captain Rafferty, will be despatched as above

on THURSDAY, the 9th July.

For Freight or Passage, apply to

MCGREGOR BROS. &amp; GOW,

Agents.

Hongkong, 5th June, 1903.

IMPERIAL GERMAN MAIL LINE.  
HAMBURG-AMERIKA  
LLOYD.

## FOR EUROPE.

THE Steamship

"STUTTGART,"

of the NORDDEUTSCHER LLOYD,

Captain Grosch, carrying the German Mails

for EUROPE, will leave TO-MORROW,

the 13th inst., at Noon.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS &amp; CO.,

Agents.

Hongkong, 12th June, 1903.

## EXCURSION TO MACAO.

GRAND PROCESSION.

FEAST OF ST. ANTHONY.

THE well-known S.S. "CHUKONG" will

leave her usual Wharf (next to the Steam-

boat Co's Wharf) at 8.30 A.M. on SUNDAY

NEXT, the 14th inst., returning from Macao

at 9 P.M. the same day.

Tickets \$1.50 Return

Obtainable on Board.

Hongkong, 9th June, 1903.

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

## STEAM FOR

SHANGHAI, NAGASAKI, HIOGO

AND YOKOHAMA.

THE Imperial German Mail Steamship

"PREUSSEN,"

of the NORDDEUTSCHER LLOYD,

Captain E. Prehn, due here with the outward

German Mail about SUNDAY, P.M., the

14th inst., will leave for the above Places

about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS &amp; CO.,

Agents.

Hongkong, 11th June, 1903.

COMPAGNIE DES MESSEAGERIES  
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND  
YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS,"

Captain Dupuy Fromy, will be despatched for the

above Ports, on or about SUNDAY, the 14th

inst.

For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent.

Hongkong, 8th June, 1903.

FOR SINGAPORE, PENANG AND  
CALCUTTA.

THE Steamship

"GREGORY APCAR,"

Captain J. G. Olfert, will be despatched for the

above Ports on TUESDAY, the 16th inst.

at Noon.

For Freight or Passage, apply to

DAVID SASSOON &amp; CO., LIMITED,

Agents.

Hongkong, 9th June, 1903.

AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.

STEAM TO

YOKOHAMA AND KOBE.

THE Company's Steamship

"TRIESTE,"

Captain Mecozzi, will leave for the above

Places on WEDNESDAY, the 17th inst., P.M.

This steamer has capital accommodation for

passengers. Electric light and carries a doctor.

For Freight or Passage, apply to

SANDER, WIELER &amp; Co.,

Agents,

Prinze's Buildings.

Hongkong, 10th June, 1903.

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE

(Calling at TIMOR, PORT DARWIN and

QUEENSLAND PORTS, and taking through

Cargo to ADELAIDE, NEW ZEALAND,

TASMANIA, &amp;c.)

THE Steamship

"EASTERN,"

Captain Ellis, will be despatched for the

above Ports, on WEDNESDAY, the 17th July,

at Noon.

This well-known Steamer is specially fitted for

Passengers, and has a Refrigerating Chamber,

which ensures the supply of Fresh Provisions,

Ice, &amp;c., throughout the voyage.

This Steamer is installed throughout with the

Electric-light.

A Stewardess and a duly qualified Surgeon

are carried.

To assure the additional comfort of

passengers the steamers of the Company have

electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; CO.,

Agents.

Hongkong, 10th June, 1903.



## Shipping.

**Arrivals.**  
Ceylon, Br. s.s., 2,637, Bennet, 11th June, London and May, and Singapore 6th June, Gen.—P. & O. S. N. Co.  
Sado Maru, Jap. s.s., 3,356, Parsons, 11th June, Yokohama via Kobe and Shanghai 8th June, Gen.—N. Y. K.  
Hongsang, Br. s.s., 1,359, Hay, 11th June, Samarang and Java Ports 3rd June, Sugar, J., M. & Co.

Wuchang, Br. s.s., 801, Somerville, 12th June, Manila 9th June, Ballast.—B. & S. Sullberg, Ger. s.s., 781, Meyer, 11th June, Amoy 10th June, Ballast.—H. A. L.  
Yuslum, Ch. s.s., 1,079, Thomson, 12th June, Canton 11th June, Gen.—C. M. S. N. Co.  
Woonung, Br. s.s., 1,109, Dawson, 12th June, Canton 11th June, Gen.—B. & S.

Bangkok Maru, Jap. s.s., 1,450, Morita, 12th June, Shanghai 8th June, Rice.—Order.  
Chiyo Maru, Jap. s.s., 1,082, Kitaka, 12th June, Canton 12th June, Gen.—Kwong Man Wo.

Kana, Swed. s.s., 697, Peterson, 12th June, Canton 12th June, Gen.—S. W. & Co.  
Rusija, Rus. s.s., 1,306, Steins, 12th June, Canton 12th June, Gen.—E. A. T. Co.

An Phu, Br. s.s., 966, Kynoch, 12th June, Saigon 8th June, Rice and Gen.—B. & S. Amping Maru, Jap. s.s., 1,154, Goto, 12th June, Fuchow 9th June, Gen.—O. S. K.

Carl Frederiksen, Ger. s.s., 774, Schalkier, 12th June, Hoihow 11th June, Gen.—J. & Co.  
Friglay, Aust. s.s., 678, Frisch, 12th June, Hoihow 6th June, Rice.—Order.

## Clearances at the Harbour Office.

*Le Rhone*, for Canton, 12th June, 12th June.

*Chikong*, for Canton, 12th June, 12th June.

*Zafiro*, for Manila, 12th June, 12th June.

*Loonging*, for Manila, 12th June, 12th June.

*Bangkok Maru*, for Canton, 12th June, 12th June.

*Yehou*, for Kobe, 12th June, 12th June.

*Pok Kong*, for West River, 12th June, 12th June.

*Wingchui*, for Macao, 12th June, 12th June.

*Chiyo Maru*, for Chinkiang, 12th June, 12th June.

*Huron*, for Moji, 12th June, 12th June.

*Triglan*, for Canton, 12th June, 12th June.

## Departures.

June 12.

*Duigt Maru*, for Swatow, 12th June, 12th June.

*Tyr*, for Hongkong, 12th June, 12th June.

*Kingpo*, for Canton, 12th June, 12th June.

*Canton*, for Canton, 12th June, 12th June.

*Loonging*, for Manila, 12th June, 12th June.

*Fritthoff*, for Haiphong, 12th June, 12th June.

*Bombay*, for Singapore, 12th June, 12th June.

*Per Ho*, from Canton, 12th June, 12th June.

*Per Ceylon*, from Hongkong, 12th June, 12th June.

*Major and Mrs. J. W. Ormiston*, Staff Paymaster A. Wilson, Act. Lieut. J. A. Rogers, Sub-Lieut. P. B. Stevens, Mr. D. Tylecot, and Sub-Lieut. J. B. Puhblank, from Singapore—Mr. C. W. Hayward, and 253 Chinese.

*From London* for Shanghai—Mr. J. T. Tyack.

*Per Sado Maru*, from Japan for Hongkong—Mrs. A. L. Cracker, Misses Semombe, S. Knight, G. Knight, Messrs. H. F. Christie, W. F. Roone, N. W. Cameron, T. O. Rinker, Geo. B. Hedger, Chas. F. Lamm, G. Kumbie, Miss Nelson, Messrs. Thomas Baras, Jose C. Javen, Henry E. Neibert, Sam Tok, Chin Pao, Chan Foon, Chan Chou, Leon Fan, and Master Cayer.

*For London*—Dr. A. K. For Marcellier, Messrs. I. J. Fiquelred, F. S. Sanders, N. Nishiyama, M. Sugiyama, A. Tsutsumi, S. Nakada and T. Idaki.

*For London*—Mr. W. M. Hick, Mrs. Jones, Master and Miss Jonas, Mr. O. Fugden and 3 children, Master Ambrose, Mrs. and Miss Middleton and 3 children, Messrs. M. Nagai and T. A. M. Castle.

*For Singapore*—Mr. Valentien-Henson.

*Per Carl Diederichsen*, from Hoihow—73 Chinese.

*Per Anping Maru*, from Coast Ports—147 Chinese.

## Passengers departed.

*Ver Loonging*, for Manila—Messrs. Alberto Sisi, Carl M. Moore, Professor Grossi, Madame Grossi, Messrs. Miguel Medina, Joe Fischer, G. L. Spalding, T. O. Rinker, Isaac D. Wall, W. D. Hobbs, Henry E. Niebert, Chiu Kwang Jui Shen, Wong Yip Koon, Co Quia, Ong Chon and Tang Kam Loong.

## Shipping Reports.

*Str. Wuchang* from Manila—Light to moderate winds, and fine weather throughout.

*Str. Hongsang* from Java—Light variable winds, smooth sea, and fine weather throughout.

*Str. An Phu* from Saigon—There to Paracels light S.E. wind, and smooth sea, thence to port light S. to S.W. wind, smooth sea, fine weather.

## Steamers Expected.

*Nippon Maru*, Shanghai, P. M. Co., June 13.

*Sungkiang*, Manila, B. & S., June 13.

*Rosetta Maru*, Manila, T. K. S., June 13.

*Ernest Simons*, Saigon, M. & Co., June 14.

*Presauen*, Singapore, M. & Co., June 14.

*Bervenue*, Singapore, G. L. & Co., June 14.

*Bombay Maru*, Japan, N. Y. K., June 14.

*Moravia*, Moji, S. W. & Co., June 14.

*Ambria*, Singapore, C. F. R. Co., June 15.

*Empress of India*, Japan, M. & Co., June 16.

*Kumada Maru*, Japan, N. Y. K., June 16.

*Sanku Maru*, Singapore, N. Y. K., June 16.

*Siberia*, Japan, P. M. Co., June 16.

*Kiah*, Singapore, S. T. & Co., June 20.

*Taiyuan*, P. Darwin, B. & S., June 22.

*Coptic*, San Francisco, P. M. Co., July 1.

*Taita*, Vancouver, C. P. R. Co., July 1.

*Indravelli*, Portland, P. & A. Co., July 7.

*Hongkong & Whampoa Dock Returns.*

*Tayabas*, at Kowloon Dock.

*Taicheong*, " " "

*Dharwar*, " " "

*Clavering*, " " "

*Montanes*, " " "

*Canton River*, " " "

*San Joaquin*, " " "

*Saphir*, " " "

*Doric*, " " "

## Ships Passed The Canal.

Outward—8th May—*Nadenia*, 11th May—*Benvenue*, 16th May—*Ernest Simons*, 19th May—*Dunbar*, 22nd May—*Prometheus*, 23rd May—*Sanuki Maru*, 27th May—*Wurzburg*, 28th May—*Preussen*, 29th May—*Vienna*, 2nd June—*Ranca*, 5th June—*Hakut Maru*, 5th June—*Bacquehem*, 5th June—*Hakut Maru*, 5th June—*Polyanesien*, 9th June—*Benvenue*, 9th June—*Khalif*, 10th June—*Sambha*, 10th June—*Satsuma*, 10th June—*Adama*, 10th June.

Homeward—30th May—*Stentor*, 2nd June—*Socotra*, 9th June—*Bayern*, 9th June—*Arrivals at Home*—2nd June—*Inaba Maru*, 5th June—*Jawa*, 5th June—*Deudalion*, 5th June—*Nippon*, 5th June—*Sencos*, 5th June—*Erzherzog*, 5th June—*Hilachi Maru*, 5th June—*Franc Ferdinand*, 5th June—*Konigsberg*, 5th June—*Pinguay*, 5th June.

## Vessels in Port.

*Donic*, Br. s.s., 4,075, Smith, 8th June, San Francisco 8th June, via Honolulu 15th, Yokohama 27th, Kobe 28th, Nagasaki 30th, and Manila 6th June, Mails and Gen.—O. & O. S. N. Co.

*Elita*, Noreck, Ger. s.s., 1,161, Bruhr, 9th June, Canton 8th June, Gen.—Kwong Man Wo.

*Gregory*, Amer. Br. s.s., 2,404, Offenti, 8th June, Canton 23rd May, and Singapore 2nd June, Gen.—B. & S. Co. Ld.

*Hansa*, Ger. s.s., 1,202, Weidlich, 5th June, Canton 5th June, Gen.—E. A. T. Co.

*Hoihow*, Fr. s.s., 509, Merlees, 8th June, Haiphong and Hoihow 7th June, Gen.—A. R. M.

*Hongkong*, Fr. s.s., 750, Suzumi, 11th June, Haiphong and Hoihow 10th June, Gen. and Pigs.—A. R. M.

*Hong Moh*, Br. s.s., 2,555, Finch, 10th May, Penang and Singapore 11th May, Gen.—Joo Teck Seng.

*Huron*, Br. s.s., 1,989, Walsh, 11th June, Moji 4th June, Coals.—M. B. R.

*Indrasamha*, Br. s.s., 1,566, Craven, 5th June, Portland, Or. via Paris 3rd May, Gen.—Allan Cameron.

*Kaner*, Swed. s.s., 697, Peterson, 6th June, Canton 5th June, Gen.—S. W. & Co.

*Kennegaw*, Ger. s.s., 1,115, Molleremann, 11th June, Bangkok 5th June, Wood and Rice.—B. & S.

*Kohsichang*, Ger. s.s., 1,202, Spiesen, 10th June, Kohsichang 3rd June, Rice and Wood.—B. & S.

*Marie*, Swed. s.s., 1,003, Johnson, 31st May, Hamburg 3rd Apr., and Port Said 23rd, Gen.—Order.

*Manban*, Am. s.s., 700, Arano, 6th June, Manila 3rd June, Ballast.—A. R. M.

*Mongkut*, Ger. s.s., 806, Giesche, 8th June, Bangkok 1st June, Rice and Teakwood.—B. & S.

*Nanyang*, Ger. s.s., 1,050, Hase, 5th June, Manila 2nd June, Ballast.—E. A. T. Co.

*Petach*, Ger. s.s., 1,251, Ahrens, 1st June, Wuhu 25th May, Rice.—S. W. & Co.

*Pompey*, Am. s.s., 1,200, Range, 28th May, Manila, P.I. 25th May, Ballast.—U. S. Government.

*Progress*, Ger. s.s., 687, Bremer, 9th June, Tourane 6th June, Gen.—S. & Co.

*Quang Nam*, Fr. s.s., 710, Martini, 10th June, Saigon 8th June, Rice.—B. & S.

*Rohila Maru*, Jap. s.s., 2,399, Bishop, 9th June, Manila 6th June, Gen.—T. K. K.

*San Joaquin*, Am. s.s., 1,337, Galilee, 25th Apr., from Apur, Ballast.—Order.

*Saga*, Nor. s.s., 699, Nalving, 9th June, Bangkok 2nd June, Rice and Teakwood.—J. M. & Co.

*Saphir*, Nor. s.s., 824, Fagerland, 5th June, Canton 5th June, Gen.—Kwong Man Wo.

*Seisidul*, Nor. s.s., 672, Larsen, 7th June, Canton 7th June, Coals.—C. & Co.

*Shinano Maru*, Jap. s.s., 3,950, Thompson, 2nd June, Seattle via Kobe 2nd May, Gen.—N. Y. K.

*Sishan*, Br. s.s., 845, Jones, 9th June, Saigon 4th June, Rice and Mail.—B. & S.

*Taicheng*, Ger. s.s., 828, Wieblich, 20th May, Saigon 25th May, Rice-flour and Paddy.—Meyer & Co.

*Thales*, Br. s.s., 830, Robson, 10th June, Fochow 7th June, Amoy 8th, and Swatow 9th, Gen.—D. I. & Co.

*Tientsin*, Br. s.s., 1,227, Gibbs, 11th June, Canton 10th June, Gen.—B. & S.

*Tsurugisan Maru*, Jap. s.s., 2,560, Namsaki, 4th June, Kaitu, (Japan) 29th May, Coal and Coke.—M. B. R.

*Ulabrand*, Nor. s.s., 1,369, Andersen, 3rd June, Moji 18th May, Coal.—C. & Co.

*Victoria*, Swed. s.s., 984, Hermannson, 10th June, Saigon 6th June, Rice and Gen.—E. A. T. Co.

*Zafiro*, Br. s.s., 1,611, Rodger, 8th June, Manila 6th June, Hemp and Gen.—S. T. & Co.

## SAILING VESSELS.

*Alice*, Ger. b.q., 2,062, Reimers, 27th May, New York 28th Dec., Oil.—S. O. Co.

*Columbia*, Am. sch., 772, Sprague, 27th Mar., B. & S.

*Comptable*, Fr. b.q., 1,732, Rault, 5th June, New York 1st Dec., Kerosine.—S. O. Co.

*Dharwar*, Swed. b.q., 1,270, Larsson, 11th Apr., Fremantle 13th Dec., Sandalwood.—J. M. & Co.

*Grosvenor*, Br. b.q., 516, Boga, 14th June, Mauritius 16th Jan., Sugar.—A. & Co.

*Kentmere*, Br. 4-masted b.q., 2,437, Burch, 27th Apr., Shanghai 20th Apr., Ballast.—S. O. Co.

*Omaga*, Br. b.q., 480, Swenson, 18th May, Singapore, Timber.—Order.

*Pierre*, Antonine, Fr. b.q., 1,740, Reteigne, 1st Apr., New York 3rd Oct., Oil.—Order.

*Prince Albert*, Norw. ship, 1,498, Hansen, 10th June, Fremantle 29th Apr., Sandalwood.—Gilmann & Co.

## Post Office.

A Mail will close for—

Manila—Per *Zafiro*, 13th inst., 9 A.M.

Canton—Per *Thales*, 13th inst., 9.30 A.M.

Kobe—Per *Yachow*, 13th inst., 10 A.M.

Bangkok—Per *Mongkut*, 13th inst., 10 A.M.

Europe, R.C., India, via Tuticorin—Per *Sutlej*, 13th inst., 11 A.M.

Macao—Per *Hongsang*, 13th inst., 12.15 P.M.

Swatow—Per *Thales*, 13th inst., 1 P.M.

Shanghai, Chemulpo and Port Arthur—Per *Sutlej*, 13th inst., 4 P.M.

Shanghai—Per *Woonung*, 13th inst., 4 P.M.

Kunchuk and Samshui—Per *Chongkong*, 13th inst., 4 P.M.

Macao—Per *Wingchui*, 13th inst., 5 P.M.

Namtau—Per *Taike*, 13th inst., 5 P.M.

Haiphong—Per *Hongkong*, 13th inst., 5 P.M.

Hoihow and Pakhoi—Per *Hoihow*, 13th inst., 5 P.M.

## Macao—Per Wingchui, 14th inst., 9 A.M.

Namtau—Per Taike, 14th inst., 9 A.M.

Canton—Per Fowan, 14th inst., 9 A.M.

Macao—Per Hongsang, 15th inst., 1.15 P.M.

Amoy, Fuzhou and Sourabaya—Per Yun-nan, 15th inst., 4 P.M.

Kunchuk and Samshui—Per Chongkong, 15th inst., 4 P.M.

Europe, R.C., India, via Tuticorin—Per Oceania, 15th inst., 5 P.M.

Singapore, Penang and Calcutta—Per Gregory, 16th inst., 10 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Doric, 16th inst., 11 A.M.

Shanghai, Moji, Kobe, Yokohama, Victoria and Seattle—Per Shinano Maru, 16th inst., 3 P.M.

Cebu and Iloilo—Per Wuchang, 16th inst., 3 P.M.

Straits and Rangoon—Per Moravia, 17th inst., 1 P.M.

Manila—Per Sungkiang, 17th inst., 3 P.M.

Tientsin—Per Kwangyang, 18th inst., 4 P.M.

Europe, R.C., India, via Tuticorin—Per Chusan, 20th inst., 11 A.M.

Kunchuk and Samshui—Per Tungkong, 2nd inst., 4 P.M.

Moji, Kobe, Yokohama, Victoria (B.C.), and Tacoma—Per Olympia, 24th inst., 10 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of Japan, 24th inst., 11 A.M.

Moji, Kobe, Yokohama, Victoria (B.C.), and Tacoma—Per Trenton, 30th inst., 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of Japan, 15th July, 11 A.M.

## VISITORS AT THE HOTELS.

## HONGKONG.

Amies, C. Hooper, Mr. and Mrs. Howard, Thos.

Antoni, A. S. Bambar, Mrs. L. D. Jameson, Mrs.

Barrett, E. G. Begley, H. T. Jameson, Mr.

Begley, H. T. Joseph, Mr. and Mrs. Katsch, E. A.

Begley, H. T. Joseph, Mr. and Mrs. Katsch, E. A.

Begley, H. T. Joseph, Mr. and Mrs. Katsch, E. A.

Begley, H. T. Joseph, Mr. and Mrs. Katsch, E. A.

Begley, H. T. Joseph, Mr. and Mrs. Katsch, E. A.

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